

The Mining Journal

AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 571.—Vol. XVI.]

LONDON: SATURDAY, AUGUST 1, 1846.

[PRICE 6D.]

COPPER AND LEAD MINE FOR SALE.—TO BE SOLD,
BY PRIVATE CONTRACT, the HAFODDGDGAR MINE, in MONTGOMERY-SHIRE, distant from the town of Llanidloes six miles.—The take-note of the above mine (whereby a lease for 21 years is agreed to be granted), together with a large quantity of very valuable ore, now on the premises, and which has been raised without the aid of machinery. A level has been driven upwards of 30 fathoms, and a shaft has been sunk 6 fathoms, in which the lode is 7 feet wide, producing copper of rich quality on the north side, and lead on the south side. It was lately that the working of this promising mine commenced, by persons who possess only a small capital. A little additional outlay is required to bring it into a state of returns, and the royalty agreed to be given is only 30s. per ton. The whole will be sold upon very moderate terms, and with immediate possession.—For further particulars, and to treat for the mine, apply to Mr. John Parry, grocer, Llanidloes, Montgomeryshire.

TO CAPITALISTS, ENGINEERS, AND IRONFOUNDERS.
—TO BE LET, OR SOLD, BY PRIVATE CONTRACT, the newly-erected IRON FOUNDRY AND STEAM-ENGINE FACTORY, conveniently situated at TIVIDALE, near Dudley, and fronting the turnpike-road from Birmingham to Dudley, on the upper level of the Birmingham Canal, and in the immediate vicinity of the proposed railway from Birmingham to Wolverhampton and Dudley. The whole fitted up with every convenience for an extensive trade, and ready for immediate occupation.—For further particulars apply to Mr. Hickman, Old Bank, Dudley.

PENNANT LEAD AND COPPER MINING COMPANY.
NOW IN WORK ON THE "COST-BOOK" PRINCIPLE.
Prospectuses, reports, maps, and every information, may be obtained at the offices of the company, No. 4, Salisbury-street, Strand; the solicitors, Messrs. Pocock and Marston, No. 10, Norfolk-street, Strand; or Charles Godwin, Esq., stock and share broker, No. 9, Royal Exchange-buildings.

HEWAS CONSOLS TIN AND COPPER MINE, CORNWALL.
—This MINE is divided into 1024 SHARES, of £3 each.—Deposit £1 per share.
All particulars respecting the remaining SHARES in this adventure, may be obtained on application to Messrs. Linthorne, Jones, and Co., agents to the company, 48, THREADNEEDLE-STREET, LONDON.

PERRANZABULOE CONSOLS LEAD & SILVER MINES.
(LATE WHEAL GOLDEN.)
Divided into 2000 shares, at £5 per share.
These MINES are situated in the parish of PERRANZABULOE, in the county of CORNWALL, not far distant from East Wheel Row; they have been worked to the depth of 60 fathoms, and were abandoned about 20 years since, on account of the then low price of lead, and the imperfect knowledge (compared with the present) of extracting silver therefrom. It is proposed to divide the mines into 2000 shares, at £5 per share, which will form a paid-up capital of £10,000.

There is an engine-house on the mines, and 60 fathoms of lifts in the shaft; for the former adventurers proposed, after a time, to set the mines to work again; but this idea was given up, owing to disagreements amongst themselves.
Not taking into calculation the value of the lifts of pumps, or engine-house, but presuming that every thing will be required new, it will take, for necessary erections, machinery, &c., £4500, when a capital of £2000 will be left to prosecute the workings.

It is confidently asserted, by persons well conversant with the workings, that immediately the water is in fork, tributaries may be put in, particularly to the north of the engine-shaft, and ore raised in large quantities; indeed, the very favourable account given by those persons—if only half correct—would amply repay the outlay, and leave the adventurers in possession of one of the best concerns in Cornwall.

Persons desirous of becoming shareholders, may obtain further information, on application at the office of W. H. Smith, mine agent, 10, Warford-court, Throgmorton-street, London, July 30, 1846.

W. H. S. has SHARES to DISPOSE of in the following MINES—viz.:
NORTH WHEAL FORTESCUE CONSOLS COPPER MINES.
WHEAL LOUISE LEAD AND SILVER MINE.
WHEAL BLENCOW TIN MINE.
WHEAL FORTUNE TIN MINE.

The latter (Wheal Fortune) an extensive set, in the parish of St. Stephen's, in Branswell, in the county of Cornwall, whose shares (256) are now disposable at £1 per share, is well worthy of particular notice.

MEDLYN TIN AND COPPER MINES COMPANY.
ON THE COST-BOOK SYSTEM.
In 2560 shares, of £10, and in certificates of five shares each.
Deposit £3 per share.
£1 payable on receipt of certificate, and the remaining £2 in instalments of £1 per share, when called for.

These MINES are situated in the parish of WENDRON, and county of CORNWALL, equidistant between the port of Penryn and the town of Helston—thus admitting of the supply of materials to the mines at a very moderate rate of cost.
This set is held under a new lease of 21 years, from the Duchy of Cornwall, at dues of 1-15th produce, whilst worked by water-power, and 1-18th when worked by a steam-engine; and comprises some eight or nine very rich and promising tin and copper lodes running east and west through the set—mines from which considerable returns in tin, of the finest quality, have been raised during the present and former workings.

In consequence of the mines cutting rich during the last working by private individuals, an influx of bottom water was cut, which overpowered the water machinery, and rendered the erection of an efficient steam-engine now necessary.

To accomplish this object, and for the purpose of raising sufficient capital to meet the required expenditure, as well as to prosecute the working of the mines with effect, the proprietors have consented to dispose of one-half share in the said mines, and to place the whole under the management of a highly respectable company, now under formation.

Applications for prospectuses, as a large number of shares, may be made to the committee of directors, at the offices of the company, 25, Moorgate-street, where specimens of the produce, in tin ore and black tin, may be seen, and every other information obtained.
Medlyn Tin and Copper Mines Company, Offices, 25, Moorgate-street.

BANWEN IRON COMPANY, GLAMORGANSHIRE.
Capital £100,000, in 10,000 shares, of £10 each.—Deposit £2 per share.
Payable on complete registration; with two calls of £2 each, beyond which no further calls will be made.

(Registered Provisionally, pursuant to the 7th and 8th Vics., cap. 116.)
DIRECTORS.
SAMUEL BOYD BARNETT, Esq., 17, Dorset-square.
SAMUEL KENTISH, LL.D., Llanidloes, Carmarthenshire.
CLAUDIOUS ARMSTRONG, Esq., Penciled-hill, Kidwelly.
ALGERNON H. SWIFT, Esq., Grosvenor-hall Chambers, Bishopsgate-street, Iron merchant.

FREDERICK FOWLER, Esq., Windsor.
CHARLES FREDERICK PHILIPS, Esq., Adam-street, Strand.
ROWLAND JAY BROWN, Esq., Ynysarwed, Glamorganshire, and the Inner Temple, London.—(With power to add to their number.)

BANKERS.
Messrs. Spooner, Attwood, and Co., Gracechurch-street.
SOLICITORS.
William Martin Wilkinsons, Esq., 44, Lincoln's Inn-fields.
Secretary—Sydney Pottinger Harris, Esq.

The object of this company is to work the ironstone and anthracite coal of the best quality lying under 537 acres, (nearly one square mile) situated near to the Banwen mountains, 13 miles from Neath, and 164 from Swansea, Glamorganshire, and in the immediate vicinity of the well-known Ynysceddau, Onllwyn, and other highly prosperous iron-works.

The minerals, which have been surveyed by very eminent surveyors, and are proved by working in the adjoining properties to consist of four veins of coal, respectively of 4, 12, 5, and 3 feet in thickness, and veins of iron mine, amounting together to 5 feet in thickness, both the coal and iron mine crop out of the surface of the land; the coal will, therefore, be worked by level, and the mine by patching, without pits or machinery of any sort. There are cheap limestone quarries in the neighbourhood, from which the other works obtain their fuel, and building stone and fire-clay are found on the property.

The estate is most favourably situated for transit, as by laying down rather less than a mile and a half of tramway (at an expense of £1200), the works will be placed in communication with the Swansea Canal, and the South Wales, Swansea Vale, and Vale of North Railways, and with the ports of Swansea, Neath, and Britton Ferry; there will, therefore, be the most ample means of transit to all parts.

It is proposed to erect six smelting furnaces, each 34 feet high, which will turn out at a low average of 14,000 tons of pig iron per annum, the cost of these (which may be completed within six months), with the necessary offices, including the expense of opening out the mine, the shares allotted to the lease for his interest under the lease, and a sufficient sum in hand as working capital, will not exceed £1 a share, beyond which no calls will be made.

From the coal and ore cropping out on the surface, the economy of patching and working, and the facilities of procuring limestone, iron may be made including wear and tear of the plant and works, and the expense of management) for 34. 10s. per ton, (see the prospectus and estimates); and reckoning a sale of the iron at 45s. per ton merely (it is now worth upwards of 65s. per ton), the return would be above 35 per cent. and as at the worst time anthracite pig has not sold at less than 34s., which would leave a net profit of 70 per cent. it follows that under any circumstances the return upon the capital must be very large, varying from 124 per cent. upwards.

It is quite unnecessary to touch upon the prospect of the iron trade, as the ordinary supply is only equal to the ordinary demands, and there is an additional demand of at least 3,000,000 tons (two years' entire make) for English railways alone, hanging over the market. Indeed the dividend of 30 per cent., declared by the New British Iron Company at their last meeting (see the report in the Mining Journal of July 11, 1846), sufficiently shows the prosperity of the trade. The liability of shareholders will be limited by the deed of settlement, and by the incorporation of the company to the amount per share to be called up—viz.: 65s. per share. For a more full detail see the prospectus and estimate, which may be had, where plans of the property and the minerals, surveyor's report and sections and specimens of the minerals, may be inspected.

Applications for shares, with a reference in the usual form, may be made to Mr. T. Thomas, mining agent, 80, Old Broad-street; to the secretary, S. F. Harris, Esq., at the offices of the company, 25, Threadneedle-street; and to the solicitor, W. M. Wilkinson, 44, Lincoln's Inn-fields.

MINE MATERIALS.—I. T. TREGELLAS, QUAY, TRURO
presents to MINERS, and begs to OFFER them the following GOODS, of good quality, and at the lowest market prices:—

IRON, including best SHEEPHIRE BARS, extra-refined CHAIN IRON, BOILER-PLATES, KIBBLE-PLATES, HOOPS, and SHEETS
STEEL of every description
COALS
GUNPOWDER and POWDER CANS
HEMP and WIRE CORDAGE
Best Scrap Chain, warranted
KIBBLES and WATER BARRELS
Nails of all kinds
SHEET LEAD, White Lead, and Red Lead
SHOVELS
Picks and Pick Moulds
Mallets and Mallet Iron
Saws and Hatchets
Shovel Hints from 1s. per doz. to 5s. per doz.
Pick Hints

Smith's Bellows
Oils—of every kind
Grease, at the makers' prices
Fire Brick and Building Brick
Pitch, Tar, Rosin, and ROMAN CEMENT
ANVILS, VICES, and FILES
LEATHER
GRINDSTONES
ENGINE SHAG and SUMP STRIPE
ONE DUCK, POLDAY, and SACKING
PATENT FELT, for covering cylinders, &c.
PATENT ROOFING FELT, 1d. per square foot
LIFTING JACKS
PATENT FUSE, SHOOTING NEEDLES, and CLAY IRONS, and every other description of materials for general mine consumption.
Dated Truro, April 2.

IRELAND.—BOARD OF PUBLIC WORKS.
—DRAINAGE, NAVIGATION, AND MILL POWER COMMISSION—IRELAND.
Acts 5 and 6 Vics., c. 89; 8 and 9 Vics., c. 69; and 9 Vics., c. 4.

MONEYS TO BE BORROWED.
The commissioners, acting under the provisions of the above-named Acts, are prepared to RECEIVE PROPOSALS FOR LOANS OF MONEY, for the EXECUTION OF WORKS in various districts in IRELAND. The amount required for the PRESENT YEAR, will probably be TWO HUNDRED THOUSAND POUNDS.

The security created by the Acts is a first charge on the lands to be drained or improved, with priority, and in preference to all charges and incumbrances thereon (except quit rent and rent charge, in lieu of title), and a further charge upon lands within one mile of the lands to be drained belonging to the same proprietors, but without priority as to such last-mentioned lands.—Debtors, transferrable by simple endorsement, without stamp duty, will be issued to lenders, free of any expense, for any amount from £50 upwards.

Interest will be paid half-yearly, from the date of the debenture, on each 1st day of January and 1st day of July; and the principal money secured by each debenture will be paid off in one sum, pursuant to the provisions of the Act.

Proposals, marked on the envelope, "Proposals for Drainage Loans for District," to be sent to the secretary, Office of Public Works, Custom-house, Dublin, stating the amounts, and the rate of interest at which loan is proposed to be made.

The maximum rate of interest fixed by the Act is 5 per cent.

Persons desirous of proposing, can obtain any further information, by application at the Office of Public Works, between Two and Three o'clock, each day.

By order, J. C. WALKER, Secretary.
Office of Public Works, Custom-house, Dublin, July 2, 1846.

IMPORTANT TO ENGINEERS, MANUFACTURERS, RAILWAY AND STEAM-BOAT COMPANIES.
Messrs. W. & C. MATHER beg to call the attention of the ABOVE PARTIES to their IMPROVED ELASTIC METALLIC PISTONS.

The PRINCIPAL FEATURE AND ADVANTAGE OF THIS IMPROVEMENT is—
1. Its great ELASTICITY and SELF-ADJUSTING PROPERTIES, which enable it to yield to any inaccuracy of the cylinder, whether oval or taper, and to move with the least possible friction.
2. Its extreme SIMPLICITY and LIGHTNESS, consisting of only two pieces of metal, having the vertical and lateral pressure in due and proper proportion, independent of each other.

3. It takes the LEAST possible SPACE, and is well adapted for air and water-pumps, as it allows of a larger water-way.

Messrs. W. & C. MATHER feel confident that it is the BEST ELASTIC METALLIC PACKING yet known, for the above reasons.

Models may be seen at the Salford Iron-Works, Manchester; at W. Barker's, engineer, Newton-Moor; and also at J. Mather's, engineer, Beaufort-street, Chelsea, London.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

CHATHAM NICKEL AND COBALT MINING COMPANY.
SITUATE AT CHATHAM, STATE OF CONNECTICUT, UNITED STATES.

Capital £20,000, in 4000 shares, of £5 each.—Deposit £1 per share.

This company is incorporated pursuant to the law of the State of Connecticut, which limits the liability of the shareholders to the amount paid upon their shares.

"The ores have been analysed by eminent practical chemists of both England and America, and have been found to average 18 per cent. cobalt and nickel—about 4 per cent. cobalt, and 12 to 18 per cent. nickel."

Application for shares, and full particulars, to be obtained to the solicitors of the company, Hull Terrell, Esq., 30, Basinghall-street; and of Mr. R. E. Little, stockbroker, 11, Warford-court, Throgmorton-street, London.

STEAM COAL—WITHOUT SMOKE, as per experiments made at Her Majesty's Dockyard, Woolwich.
CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)
OFFICES—2, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.
PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.

The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, and CALCUTTA direct, by steamers leaving Southampton on the 20th, and for Alexandria, en route to Bombay, on the 1st of every month.

A steamer from Southampton leaves the 1st and 20th of every month for Malta, whence steamers to Naples, Genoa, Civetta Vecchia, three times a month.

STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.
A steamer leaves Southampton on the 7th, 17th, and 27th of every month.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout.

PATENT IMPROVEMENTS IN CHRONOMETERS.
WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, and 1842. Silver lever watches, jewelled in four holes, 6s. each; in gold cases, from £3 to £10 extra. Gold horizontal watches, with gold dials, from 8s. to 12s. each.

DENT'S PATENT DIPLIDSCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

PROJECTED RAILWAYS.—BENSON, LOGAN, & CO'S PATENT METALLIC SAND CEMENT.
Its MERITS, as stated in letter to the proprietors, by James Thomas Knowles, Esq., architect, Raymond's-buildings, Gray's Inn, are—

1.—"The great tenacity with which it adheres to brick, stone, and iron.

2.—"Its freedom (when properly applied) from those cracks and flaws by which the cements generally used for external stuccoing are so frequently disfigured.

3.—"The total absence of the unsightly tints produced by vegetation.

4.—"The increased hardness which it acquires from exposure to atmospheric influences.

5.—"The great beauty, accuracy, and durability of the mouldings, capitals of columns, crockets, finials, and other architectural enrichments and decorations formed of it—the smallest and most delicate members of which, as well as the sharpest angles, have withstood the unyielding severities of our climate, during many winters, and now present the same perfect and highly finished appearance as would be produced by stone carvings carefully executed.

6.—"The excellent and agreeable tone of colour which it assumes naturally, and retains without the aid of any colouring or painting.

And, lastly,—"Its extreme hardness and almost entire incompressibility, when used as a mortar, in the construction of inverted or relieving arches, foundations under important superstructures, and small bearing piers, which have to sustain great weights.

For all these purposes it has been extensively used under my directions; and, in some cases, has been exposed to very severe trials. The results have, however, without one exception, been most satisfactory; and I do not believe that there are any known substances so well adapted for the execution of works, in which the greatest strength and durability are essential."

Price of metallic sand at Swansea, place of manufacture, 10s. per ton, or in London, 20s. per ton of 21 bushels.

Further information will be given, and specimens shown, on application to Mr. C. K. Dyer, 4, New Broad-street; and at the Metallic Cement Wharf, King's-road (opposite Pratt-street), Camden New Town, London.

JAMES LANE, MINING SHAREBROKER,
75, OLD BROAD-STREET, LONDON.

WILLIAM TRENEY, DEALER IN RAILWAY AND MINING SHARES.—ESTABLISHED TEN YEARS.
OFFICES, No. 30, THREADNEEDLE-STREET, LONDON.

PAUL RABEY, JUN., AND CO., MINE AND RAILWAY SHARE AGENTS.
OFFICE—No. 13, COPTHALL-COURT, LONDON.

MESSRS. LINTHORNE, JONES, AND CO., STOCK, MINING, AND SHARE AGENTS.
Every information will be afforded as to the markets and prices of the above, by application (post-paid) at their offices, 48, THREADNEEDLE-STREET, LONDON.

WILLIAM H. SMITH, MINING SHARE AGENT,
10, WARFORD-COURT, THROGMORTON-STREET.
SHARES in many valuable MINES FOR SALE, and every information will be afforded, on application.

CHARLES THOMAS CRAPP, MINING SHARE AGENT,
TAVISTOCK, DEVON.

JOHN HARVEY, SHAREBROKER AND ASSAYER,
LISKEARD, CORNWALL.

WILLIAM FOX AND SON, No. 53, CASTLE-STREET,
LIVERPOOL, have always on SALE FIG-IRON, RAILWAY BARS, CHAINS, and IRON of every description.—TIN PLATES, WIRE, &c.

MINING OFFICES, REMOVED FROM 16, CORNHILL,
to 1, THREE KING COURT, LOMBARD-STREET.—Mr. R. TREDINNICK (of Cornwall), having established PRACTICAL AGENTS and CORRESPONDENTS in every MINING DISTRICT, whereby he obtains early and accurate information respecting MINES, proffers his services to capitalists and adventurers in the PURCHASE and DISPOSAL of SHARES.

MINING PROPERTY.—CAPITALISTS who are disposed to INVEST in CORNISH and FOREIGN MINES, will find the present opportunity very favourable for so doing. From large sums having been lately diverted from such investments for railway speculations, standard mines are now selling at prices that will pay the purchaser 20 per cent. per annum for his outlay. There are also other mines that are on the eve of paying dividends, which can be recommended with confidence. Applications to be made to Mr. JAMES HEERON, mining agent, No. 3, Adam's-court, Broad-street, London.

MINING OFFICES, No. 1, ST. MICHAEL'S-ALLEY,
CORNHILL, LONDON.

Messrs. WATSON & CUELL have received instructions to PURCHASE SHARES in West Cornwall, West Maria, Wheal Mary Ann, Trewallack, Stray Park, Condurrow, and Wheal Gill Mines; and have FOR SALE, SHARES in East Pool, Wheal Buckett, Trelawney, Marke Valley, South Caradon, Holmbush, &c.

Mr. WATSON, F.G.S., having RETURNED from a MINING TOUR through the counties of CORNWALL and DEVON, will be happy to give any INFORMATION with regard to the MINES—some of which, at this moment, are paying 15 and 20 per cent. upon market prices.

TO MINING SPECULATORS.—THOMAS LITTLE,
MINE AND SHARE BROKER.

Begs to inform his friends, and speculators generally, that he has BUSINESS to transact in the following SHARES:—Wheal Concord, Devon and Courtney, Condurrow, South Basset, West Basset, Wheal Cleveland, Ting-Tang, Dolcoath, Hawkmoor, &c.—Address MR. LITTLE, HALL OF COMMERCE, LONDON.

FRANCIS PRYOR, MINE AND SHARE BROKER,
COMFORD, GWENNAF, CORNWALL.

F. P. returns his grateful acknowledgments for the kind and liberal support he has received from gentlemen connected with the mining interest of Cornwall, &c., and begs to announce, that he has now added to the above business, that of AUCTIONEER and APPRAISER, and hopes, by punctuality and strict attention to the interest of those who may entrust him with their favours, to merit support.

N.B.—Mines inspected, and every information given.

One-half the amount advanced on any goods consigned to him for sale, by auction. Dated Comford, July 29, 1846.

VIRTUOUS LADY COPPER MINE:

WHEAL BEDFORD COPPER MINE:

TAVY CONSOLS COPPER MINE:

GREAT WHEAL WILLIAMS COPPER, LEAD, & TIN MINES:

THE BUSINESS OF THE ABOVE MINES IS CONDUCTED

At No. 5, BUCKINGHAM-PLACE, STONEHOUSE, DEVONSHIRE, where all particulars may be obtained. WALTER LOMER, Purser.

ASTURIAN MINING COMPANY.—The board of directors hereby give Notice, that they have made a further CALL of ONE POUND per share upon the shares held in the capital stock of this company, and that such call is PAYABLE at the London and County Banking Company, 21, Lombard-street, on or before the 1st day of September next. The directors have great satisfaction in acknowledging, that the last call has been well paid up, and that very few shares remain liable to forfeiture.

The directors have also much pleasure in stating, that the railroad from their concessions to the coast is now certain of being carried out, and that their iron-works are nearly completed. G. COLQUHOUN, Chairman.
9, Austinfriars, August 1, 1846. K. MACKENZIE, Secretary.

COMBIMARTIN AND NORTH DEVON LEAD AND SILVER MINES.—Notice is hereby given, that the GENERAL ANNUAL MEETING of the shareholders in the above concern will be HELD at the counting-house, on the mine, on Wednesday, the 19th day of August next, at Twelve o'clock at noon. Combimartin Mine, July 21, 1846. C. E. WEBB, Secretary.

WANTED IMMEDIATELY, a SECOND-HAND STEAM PUMPING-ENGINE, for SOUTH WHEAL TRELAWEY MINE, of from 20 to 24-inch cylinder.—Any person having such an engine for sale, will meet with prompt attention, by addressing to Mr. John Harvey, of Liskeard, Cornwall, the purser.

CONTRACT FOR RAILS.—The LONDON & BRIGHTON RAILWAY COMPANY is ready to RECEIVE TENDERS for FIVE THOUSAND TONS of PERMANENT RAILS, of the double-headed pattern—weight 75 lbs. per yard—delivered free of expense to the company, at New Cross, Shoreham, or Newhaven.—The tenders to state when the same can be delivered, and within what time.

Tenders to be delivered, under cover, to the secretary, on or before the 7th August 1846. Further particulars may be obtained from Mr. Hood, engineer, Brighton, or from the secretary, T. J. BUCKTON, Secretary.
London Terminus, July 27, 1846.

ARMAGH, COLERAINE, AND PORTURUSH RAILWAY COMPANY.—ARMAGH, COLERAINE, AND PORTURUSH RAILWAY EXTENSION COMPANY.—The HOLDERS of SCRIP in either of these companies are requested to forward to the secretary, on or before the 10th inst., the NUMBER of SHARES represented by the scrip which they respectively hold; and also the numbers designated on each certificate of such scrip. By order, WILLIAM GALT, Secretary.
14, Ironmonger-lane, London, August 1, 1846.

LOUVAIN A LA Sambre RAILWAY—DIRECT TO NAMUR AND CHARLEROY.—NOTICE OF CALL.—Notice is hereby given, that the directors of this company (lately known as the Louvain and Jemeppe Railway), made on the 1st of June last, a further CALL of TWO POUNDS per share on each and every share in this undertaking, PAYABLE in manner following—viz.: £1 per share on the 3rd day of July, and the remaining £1 per share on the 2nd day of October, in this year. The proprietors were required to pay the above instalments to Messrs. Druwett and Fowler, bankers, London, or to the Societe Generale, Brussels, the first moiety of £1 per share on or before the 2nd day of July, and the remaining moiety of £1 per share on the 2nd day of October. During one month after the above date, interest at the rate of 5 per cent. per annum is charged on all sums then remaining unpaid, and the directors beg further to apprise the shareholders, that the last day during which the first instalment of 17s. per share is appointed to be received, will be Monday, 30 August, 1846.

JOHN BARNES, President.
GEO. BANCE, Secretary.
28, Threadneedle-street, July 30, 1846.

THE PATENT SAFETY FUSE,
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonials to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Casborno, Cornwall.

SEYSSSEL ASPHALTE COMPANY—CLARIDGE'S
PATENT.—ESTABLISHED MARCH, 1836.
FOR WORKING THE MINERAL ASPHALTE ROCK OF PYRMONT SEYSSSEL,
A Bituminous Rock, situated on the Eastern side of the Jura.
PRINCIPAL DEPOTS:
ROUEN, MARSEILLES, AND STANGATE,
Surrey Side of Westminster-bridge, London.
The ASPHALTE OF SEYSSSEL has been EXTENSIVELY USED, since March, 1836,
for the following useful purposes:—

FOOT PAVEMENTS (public and other)
KITCHEN FLOORS
BASEMENTS—where it is essential to keep
damp from rising
GARDEN WALKS AND TERRACES
CARRIAGE DRIVES
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Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—We have drained Nangles' shaft of the water; it is now
sinking at 51 per fathom; the lode in bottom of shaft is large, and we are not able
exactly to define its size, as it is wider than we are sinking the shaft, inter-
mixed with lead all through; there are two partnerships on tribute in the bot-
toms south of this shaft, and an end driving west from it towards the mine,
which will produce about 1½ tons of lead per fm. The lode in the 24 end, west
of engine-shaft, is just the same as last reported, producing rather less than
1 ton of lead per fm. The 18 fm. end, west of flat-rod shaft, is still improving,
producing about 2½ tons per fm. and a good part of the lode standing by the
side of end; the stopes behind this, and in bottoms also, look well, producing
over 2 tons per fm.; the lode in eastern end, 18 fm. level, being very flat, the
slide has heaved it down several feet below bottom of level, so that we are
obliged to abandon it for the present; the 24 fm. end, west from engine-shaft,
will unwater this point in two months. At Clon Mines, we are still driving
adit level north; we have intersected a gossan lode about 2 ft. wide, mixed
with iron pyrites and grains of lead, very thinly; we do not consider this to
be the main lode. We hope to ship a cargo (upwards of 40 tons) next week.—
THOMAS ANGOVE: July 24.

BEDFORD UNITED.—At Wheel Marquis, there has been no lode taken
down in the 80 fm. level east. In the 70 fm. level east the lode is 2½ ft. wide,
producing good saving work; in the stopes, in the bottom of this level, the lode
is worth 16½ per fm. The lode in the 58 fm. level east is poor. At Ding Dong,
there has been no lode taken down in the 24 fm. level west. At Wheel Tavistock,
the lode in the 47 fm. level east and west is upwards of 2 ft. wide, com-
posed of spar, muncie, and ore, but not enough to pay for saving. The lode
in the 35 fm. level east is 15 in. wide, producing good stones of ore. In the
south engine-shaft (now 15 fms. 4 ft. under the surface) we are carrying about
5 feet of the lode, which is composed of fine gossan, iron, spar, and ore—al-
together a very strong promising lode. In the adit level the lode is 18 in. wide,
and very kindly.—JAMES PHILLIPS: July 28.

CALLINGTON.—In the 112 fm. level, driving north of Johnson's engine-
shaft, the lode is 1 ft. big, intermixed with silver-lead ores; the back will set
at 10s. in the 11, on the value of the lead; in the south end we are opening tri-
bute ground. In the 100 fm. level, both north and south, the lode continues
productive; the backs we are leaving will set at a moderate tribute; in the
winze, sinking below this level, the lode has not been taken down. In the
90 fm. level, driving north, the lode is 1 ft. big, composed of carbonate of iron,
quartz, and silver-lead ores—a very promising lode; we have just begun to
sink a winze upon this end, for the purpose of ventilating the same and open-
ing good tribute ground. In the 80 fm. level the lode is producing silver-lead
ores. At the north mine, in the 90 fm. level, driving south, the lode continues
promising; the back will set at a moderate tribute; in the north end, the lode
is producing silver-lead ores. In the 80 fm. level the lode is small, being rich;
the back will set at a moderate tribute. The count-house shaft is sunk 8 fms.
below the 60 fm. level, communicated, by a borer hole, with the 70 fm. level.
—J. T. PHILLIPS: July 27.

EAST TAMAR CONSOLS.—At Whitson, the 46 fm. level, south of Hit-
chins' shaft, the lode is still improving. At the 46 fm. level, north of ditto,
the lode is 2 ft. wide—good work. At the 36 fm. level, north of ditto, the lode
is 18 in. wide, producing good stones of silver-lead ore. At Fuzzehill, the lode
in Harrison's shaft is 2 ft. wide—still improving. At the 30 fm. level, south of
Harrison's shaft, the lode is 2 ft. wide—very good work.—B. ROBINS: July 27.

GUNNIS LAKE.—At Chilsworthy, Bailey's engine-shaft is 10 fms. 2 ft.
under the adit level—no lode has been taken down since my last. In the 10 fm.
level, east of the western shaft, the lode is 2 ft. wide, composed of pryan and
chloride, with stones of tin in places.—W. RICHARDS: July 28.

HAWKMOOR.—The lode in the 15 fm. level, east of Hitchins' shaft, is
16 in. wide, composed of capel, spar, and muncie—producing stones of ore in
places. We have commenced dressing the ores already broken (about 11 tons),
which is of a fair average quality.—P. WILLIAMS: July 28.

HEROD'S FOOT.—Agreeable to your request, yesterday I inspected Herod's
Foot Mine. I find the set to be about three-quarters of a mile square. It ap-
pears it was worked by the former adventurers to the 52 fm. level, and some of
their top levels were extended 110 fms. on the course of the lode, and had ore
ground about 90 fms. in length—that is, good bunches and shoots of ore in places;
and from the 45 fm. level, nearly to the surface, most of the ground has been
stoped away, and consequently a great quantity of ore has been raised. In the
52 fm. level, and about 11 fms. south of engine-shaft, I find you have met with
a tolerable shoot of ore, which lasted 5 fms. in length, and it appears there is a
good ore lode holding down. About 5 fms. south of this, the lode is disordered by
a slide, which dips north; a little to the south of this slide, you have driven into
a course of ore, 10 fms., worth from 9½ to 10½ per fm.: the present end, which
is still driving, is worth from 14½ to 15½ per fm., and in good kindly ground.
The 52, north of shaft, to the point of a horse, which is about 13 fms., is in good
orey ground, now stoping: this point of horse is perpendicular, where it has
produced good bunches of ore from the 52 nearly to the surface, and you may
expect the same results beneath. The 45 fm. level north is driven about 25
fms.; the lode in the end is poor—but it appears, the ground being stoped, the
old men had a small bunch of ore about midway between the point of horse and
end; I have reason to believe, where those two branches form a junction, the
lode will again improve. In the 62 the lode is just opened on, and produces
good portions of lead; and, in extending this level north and south, most likely
you will meet with the same bunches of ore as in the level above. There is a
deep adit extended about 60 fms. south of engine-shaft; and a few fms. north of
end, a shaft has been sunk 15 fms. below the adit; as there is still rubbish in the
bottom, I could not see it, but was informed by the captain, that the lode in
this place is very promising, producing good portions of ore—and, from the ore
I saw on the surface, I have reason to credit his report. In the back of this
adit I find the lode is composed of good gossan, spar, and portions of white iron,
which I invariably see throughout the backs; and the lode varies in size from
6 in. to 3 ft. wide; in depth the lode has lost the gossan, and is principally com-
posed of an excellent spar, white iron, and flookan, in every respect congenial
for lead. About 180 fms. south of engine-shaft, in the next bottom, I find you
have erected a water-wheel, and sunk a shaft 18 fms., and now driving east to
cut the lode, which I suppose will be effected at the end of this month; from the
strata of ground, and the muncie and gossan I have seen from the back of the
lode, I consider it to be kindly for lead. I will recommend you to continue to
drive as fast as possible your 62 and 52, especially south; and as your south
levels above are not extended to the south slide, I would advise you to drive at
least the 45 beyond the slide, where you have the same chance of meeting with
ore, as well as in the 52; and if this level should prove as productive as the 52,
in a few months you will more than pay cost. I consider you have now on the
floors from 22 to 24 tons of lead, of good quality. I find that you have a new
40-in. steam-engine, and that your draft engine is well constructed, and calcu-
lated to put the mine to a fair depth; and I must say, economy and judgment
have been observed in all your proceedings.—WILLIAM PENROSE: July 23.

HOLMBUSH.—The ground in Hitchins' shaft is not so favourable for sink-
ing. The cross-course in the 120 fm. level, west of Hitchins' shaft, is also
hard; but we expect to get through it daily. In the 110 fm. level north the
lead lode is 5 ft. wide, composed of spar, pryan, and occasionally stones of lead
—we have about 10 ft. further to drive this level, to intersect the north cross-
course lode. The 100 fm. level, west of Hitchins' shaft (on the north part), is
suspended for a while, to drive south from the present end, to prove if there be
any other part of the lode in that direction, as there is water issuing from the
south side of the level; and that part of the lode we have been driving on is
going in a different direction to where the lode proved productive, especially
within the last two or three fms. In the winze, sinking below this level, the
lode is 18 in. wide, and worth 18½ per fm. The 100 fm. level, west of the lead
lode (on the south part), we have suspended for a short time, and removed the
men to drive the 90 fm. level on the lead lode, to enable us to get this level so
far in advance from the other winze to make a communication, and to venti-
late and lay open the ground, which is very much wanted since the tributers
have been working there. In the 100 fm. level south the lead lode is 4 ft. wide,
composed of spar, flookan, pryan, and stones of lead; in the same level, driving
north, the lead lode is 3 ft. wide, composed of spar and flookan, and occasion-
ally small bunches of lead; we have about 8 ft. further to drive this level, to
intersect the counter part of the north lode, agreeable to the distance; the main
lode is hove by the lead course, south, which is 17 fms. In the 90 fm. level,
west of Hitchins' shaft (on the north part), the lode is 10 in. wide, composed
of spar, killas, and spots of ore; in the 90 fm. level south the lead lode is 2 ft.
wide, composed of flookan and spar. The ground in Bray's rise is just the same
as it has been for some weeks past. In the 52 fm. level south the lead lode is
2 ft. wide, composed principally of flookan, with spots of lead.—W. LEAN: July 28.

KIRKCUDBRIGHTSHIRE.—Since my report of the 27th ult., we have
sunk the first shaft 8 ft. only, and not having got able men since those left us
for Black Craig, have been obliged to leave this shaft idle; the men who pro-
mised to come have not attended—I am, therefore, looking out others, whom I
expect in a week's time. Two men who remained, belonging to this shaft,
have been engaged costeasing, and, fortunately, have cut the lode in the first
open cast, about half a mile east of the above shaft, where we have an advan-
tage to extend an adit level eastward on the lode. In Crouch's shaft the men
have been engaged timbering up the collar, dividing and casing the shaft to
bottom during this week, in consequence of which I have not been able to
measure it to-day. Stewart's shaft is now 16 fms. 4 ft.; the lead has reduced
in size in this shaft since my last—but am happy to say, it is opening out again,
producing now about a ton per fm., set this to-day in the former, price 4½ 4s.
per fm. to sink the depth required for a 20 fm. level, which I hope will be done
in about two weeks. The horse-whim is ready to draw at this, with the ex-
ception of the kibble, promised to be sent next week.—J. BUZZO: July 25.

LAMHEROEE WHEEL MARIA.—I beg to inform you, that our flat-rods
are completed, and in full work, water in fork, and the men have again com-
menced sinking. I have also put some men to open on the Ford lode in our
set, which is the Tor J lode, having seen it in the Cornwall side of the Tamar;
in Wheel Benny sett it is a most splendid lode, within 16 ft. of the surface,
and shall sink 2 or 3 fms. on the Devonshire side of the Tamar; when com-
pleted, I will forward some specimens.—JOHN TABB.

LEWIS.—At Wheel Nutt engine-shaft, the lode in the 60 fm. level end east
is 18 in. wide, producing some tin—a promising lode. The sump whim shaft
is now holed to the 60 fm. level, and now we shall be enabled to drive the
60 fm. level west on a promising lode, yielding some tin. In the 50 fm. level
east we have driven and intersected the flookan east of copper ore shaft, and
have not yet seen the lode east of the same; the lode in the 50 fm. level west
is 2 ft. wide, producing some tin and spots of yellow ore. The lode in the
40 fm. level end east is 8 in. wide, producing some good work for tin; the
40 fm. level end west is suspended, and the men are put to drive south, to cut
the south branch at the same level. The lode in the 30 fm. level end east is
3 ft. wide, producing some good work for tin; the lode in the 30 fm. level west
is 2½ ft. wide, worth 40s. per fm. for tin—a very kindly lode; the south lode,
at the same level, is driving west at 5s. per fm., and 10s. in the 11, for saving
the tin; and east at 5s. per fm., and 10s. in the 11, for saving the tin—a very
promising lode. Scaddan's lode, at the 20 fm. level, west of the cross-cut, is
4 ft. wide, producing some good quality yellow ore; the back over is working
at a tribute of 10s. in the 11, for saving the copper ore; we are still continuing
to drive the cross-cut north at this level, to intersect our north lode. In the
shaft, which we last reported we were clearing on Bosworgie Town lode, we
have cleared to the bottom (or adit level), which is about 19 fms. when we
commenced to clear through a level east on the course of the lode, worked
from that place to surface. The lode in Bush shaft is 18 in. wide, producing
some tin—a very promising lode. We have, in the last four weeks, stamped
and sold, with our small stamps, 5 tons 14 cwt. of tin.—S. S. NOELL: July 25.

NORTH WHEEL FORTESCUE CONSOLS.—With respect to these cop-
per mines (situate in the parishes of East Buckland and Charles, near South
Molton, Devon), I am glad to find that the general meeting of the adventurers,
held at Plymouth, on Thursday, the 16th inst., came to the resolution of part-
ing with one-half of their shares at cost price, so as to enable the large share-
holders to work the mine effectually—it being necessary to erect machinery to
fork the water. I am glad to find, that the captain has proved that my op-
inion of the elvan course heaving the lode on the south mine to the north was
correct—he having cut the lode where I fancied he would. You may depend
upon it, that these mines, if worked properly, will prove a most advantageous
concern; and the measure you are about to adopt—namely, the disposing of
some of the shares at cost price—is most praiseworthy.—J. CHYNSWORTH: July 29.

PENNANT.—The ground in the adit level is still very large, and becomes
more like the bastard limestone. It is full of muncie in every part of the fore-
breast, which shows that we are not far from the east and west lode, No. 3.—
H. JONES: July 25.

SILVER VALLEY.—I beg to inform you, that the cross-cut at the 40 was
commenced driving on the day mentioned in my last report, and we expect to
cut the lode in about three weeks from this time. The lode at the 30 fathom
level east is a little improved; in the west level it is 4 ft. wide, with tin dis-
seminated in some of the layers. The lode in the winze, sinking below this
level, is 2½ feet wide, containing stones of tin and yellow copper ore, assuming
a promising appearance. The lode in the 20 fm. level west continues large,
and promising, but it does not contain quite so much tin as last reported; the
stopes in the back of this level are producing a fair quantity of tolerably good
tinstuff. At the silver mine, the lode in the back of the 40 is become small,
and unpromising,—and we have, consequently, suspended operations for the
present; we have examined every part of the lode laid open, and have paid,
and will continue to pay, particular attention to those parts showing indica-
tions of silver, so that no other ground may be uselessly explored. We have
cut a small hard vein of quartz and muncie in the cross-cut, driven south from
the engine-shaft at the 30, which is in a line of bearing with the lode at Cal-
lington Common Mine; but fearing the cross-cut might not be driven far
enough, we extended it a little further, and bored a hole 2 fms. south, without,
however, having discovered any mineral,—and the small vein not presenting
anything of a promising character, we considered it prudent to abandon this
part. The lode in the 10 fm. level west is 2 feet wide, consisting of a softish
clay slate, with felspar clay, containing a little silver and silver lead. The
shaft near the cross-course, traversing through Wheel Mexico, is being cleared
and secured at 15s. a fm.; all the gossan taken out of this shaft contains silver;
I look at this as a very favourable indication. At Wheel Sisters we have cleared
and secured the level, and are now driving the end east, where the lode is 3 ft.
wide, containing a little silver, and presenting very favourable indications. We
have dressed and sampled two small parcels of silver, as follows:—No. 1, 11
cwt. 2 qrs. dry weight, produces 227 ozs. 12 dwts. of fine silver in the ton of
ore; No. 2, 5 cwt. 2 qrs. dry weight, produces 130 ozs. 6 dwts. 12 grs. of fine
silver in the ton of ore. There is about 1 ton of ore of an inferior quality re-
maining, which must be left till more of the same sort is being raised, to stamp
together. The tin in course of dressing will be calcined completely by Sat-
urday night—a few days after which it will be ready for market; that already
cleared is of good quality, but I fear, judging by my assays of the calcined ore,
that the dresser's anticipations, relative to the quantity he has calculated on
having, will not be realised. Mr. Lewis has visited us to-day, and after hav-
ing examined every part of this extensive sett, together with our surface op-
erations, derived every information relative to our workings and prospects un-
derground.—J. PRINCE: July 28.

SOUTH MARIA.—Our last, 14 ft. wide at the banks, and 10 at the bottom,
is nearly completed. Our wheel, of 20-ft. diameter, by 12 breast, is partly
made, flat-rods, pulleys, bobs, &c., are in a state of preparation; the contrac-
tor's time expires on the last day of August, by which time I hope the whole
will be at work, and I have no doubt will answer the purpose intended.—JAMES
CHANHALL: July 27.

TRELEIGH CONSOLS.—At the 100 fm. level, east of Christie, the lode
is 2½ ft. wide, very kindly, but not as good for ore, worth 10½ per fm.; in the
199, west of ditto, we are driving north-west near the cross-course. In the 90,
east of ditto, the lode is 2 ft. wide, very much fallen off, now worth about 5½
per fm.; in the 90, west of ditto, the lode is 1 ft. wide, more kindly and wet;
in the 90, east of Garden's lode, the lode is 1 ft. wide, worth 50½ per fm.; in the 90,
west of ditto, the lode is about 4 ft. wide, worth 35½ per fm. In the 80, north of
Good Fortune, we have cut more lode in this, but have not been able to do
much—the water in. In the 70, west of ditto, the lode very large, 4 ft. wide,
or more, with stones of ore. In the rise, above the 60 west, the lode is 2 ft.
wide, but little mineral. In the winze, below the 50, the lode is 2 ft. wide,
worth 5½ per fm.; in the 50 cross-cut north the lode, which is cut, is 10 in.
wide, and we think there is more further north; in the 50, west of Symons's,
the lode is about 2 ft. wide, worth 4½ per fm.; in the adit, west of ditto, the
lode is small and little ore; the west shaft is sinking, ground favourable, worth
4½ per fm.—W. SYMONS: July 25.

TREVISKEY AND BARRIER.—Treviskey.—The statement of account for
April and May shows the amount of ore sold 2d April was (less lords' dues,
99½ 11s. 1d.) 105½ 9s. 2d.; received for materials (Treviskey, 3½ 14s. 2d.;
Barrier, 8½ 9s. 3d.), 12½ 3s. 7d.—together, 1107½ 12s. 9d. To labour cost,
275½ 9s. 10d.; merchants' bills, 252½ 16s. 2d.; Treviskey engine cost, 84½ 8s. 7d.;
Treviskey shaft cost, 60½ 0s. 8d.—together, 672½ 15s. 3d.; showing profit of
434½ 17s. 6d.; add balance in hand end of March, 76½ 7s. 3d., makes a total
of 511½ 4s. 9d.; from which deduct dividend of 3½ per share (360½) declared
15th July, leaves 151½ 4s. 9d. now in hand. The following report from Capt.
J. Jennings was read to the meeting:—"The 236 fm. level is driven 4 fms. into
this sett, the lode is 3 ft. big, and worth 25½ per fm. The 224 is in 33 fms.,
the lode is 9 in. big, poor. The 212 is in 37 fms., this end is unproductive. The
176 is in 33 fms., the lode is 1 ft. big, and has a promising appearance, with a
little ore. Six men have now commenced sinking Michael's shaft below the
224 fm. level. There are three pitches working, from which and on tutwork
we expect to raise 160 tons of ore, which will leave for July and August a pro-
fit of about 500½." Barrier.—The accounts showed the labour cost for April
and May to be 140½ 18s. 3d.; merchants' bills, 28½ 15s. 3d. Treviskey ad-
venturers, engine cost, &c., 42½ 6s. 9d.; Treviskey shaft cost, 5½ 9s. 1d.—to-
gether, 217½ 4s. 10d. By ore sold 2d April

driving; no lode taken down in the past week. The 12 fm. level east, on ditto, is not looking so well as when last reported, the lode being intermixed with gossan and spar; in the 12 fm. level west, on Tolcarne tin lode, the lode not taken down in the past week, but it has every appearance of being as good as when last reported; in the 12 fm. level east, on ditto, the lode not taken down in the past week, nor in any other part of the mine.—R. JOHNS: July 27.

WHEEL AGNES.—We are still driving the adit level; the ground is still favourable for driving—we hope to cut the lode this week. In the north part of the mine the lode is just the same as last report.—B. ROBERTS.

WHEEL BENNY.—We are getting on with the wheel pit, which is now cut, and hope, within a month from the present time, to have the wheel at work. We are down 16 fms. in the shaft, where the lode is 4 ft. big, worth 2 feet saving work: the lode is going downright, or nearly so. If all goes well, we shall work the water in a month, when we hope to be in a position to make returns. We have raised some three or four tons in sinking, and the lode is improving as it goes down.—T. M. PENALUNA: July 30.

WHEEL LOUISA.—I herewith send you my report of Wheel Louisa Lead and Silver Mine (in the parish of St. Stephen's, in Branwell, near St. Austell, Cornwall).—Owing to the very hot weather in the month of June, we have not been able to sink the engine-shaft so quickly as I could have wished—having only sunk 9 ft. in the month; but, in the week after the setting-day, we sunk 6 ft., and we are still progressing in a very satisfactory manner. The branches in the shaft are all tending towards the lode, and spotted with ore; the ground is much improved since my last report. We are now down about 11 fms., and I expect that at the 20 we shall cut the lode. In the adjoining sett a fine copper lode has been discovered, which has been traced on the backs into Wheel Louisa sett for about 300 yards. Our new water-wheel works admirably; and I am glad to say, I have not the least doubt of having a good mine.—JAMES CHYNSWETH: July 29.

FOREIGN MINES.

Mines.	No. of men.	Tons ore.	Per cent.	Tons copper.
Raipas	24	69	71	5.00
United Mines	14	50	4	2.00
Mancur's	10	17	6	0.04
Ryper's	8	11	8	0.38
Old Mine	4	12	5	0.60
Total	60	159		9.52

Mining Report from 29th May to 17th June, 1846.

Raipas.—The prospects at this mine continue flattering, and the returns of ore and copper regular. We hope shortly to communicate the rise from the 5 fm. workings, with the shallow adit near shaft No. 2, when the danger attending the ascent and descent of the miners through the whim shafts will be materially accelerated. The gossan lodes also possess unusually favourable prospects, but it would be premature to hold out great hopes of success before they are further explored, and their resources developed. One stope on these lodes is now working for \$5 per cubic fm., whilst another part, about 4 fms. easterly, is paid \$14; the former consists only of gossan and clay, imbedding small rounded and flattened pebbles of pure copper pyrites, and being evidently rounded by attrition, previous to their deposition, may be considered of extremely rare occurrence—the latter traverses the stratum of ferruginous quartz, which is extremely hard and difficult to excavate. We hope, about the latter part of this month, when the water in the Alten River is somewhat abated, to make good returns to the smelting-house. The ore dressing is progressing very favourably and the floors are now almost full with ore.

United Mines.—One of the stopes is now exhausted, but the others continue to yield a fair average produce. In consequence of the dangerous nature of the ground at Woodfall's, the tributaries, with the exception of two men, have been obliged to suspend operations until next winter, when we hope to resume the old workings equally as successful as before. Less men are now employed at this mine, and the produce will, consequently, experience a corresponding decrease: the cost will, however, be diminished in proportion to the returns. The suspension of the stope on Ward's old workings does not in any way affect the general prospects of the mine, which, more particularly towards the eastward, continue promising, and the lode yields the average produce of ore.

Old Mine.—No alteration is to be noted at this place—the returns are good, and promise to remain so some time longer. The tributaries have been engaged with the smelters, unloading coal vessels, and have not yet commenced their bargain on the heaps of halvans at the mine.

Mancur's.—The produce of the south level has been rather fluctuating: the lode in the back is rather small and poor; but in the bottom, and as high as the breast of the end, it is about 2½ feet broad, and productive, as well as promising. The ground in the stopes is still hard, but the lode continues to yield fair returns. The general prospects of this mine are rather improved than deteriorated.

Ryper's.—The lode in the level, on the cross lode, is again decreased, both in size and produce: at the commencement of the month, the level was set to two men; but the appearance of the lode shortly afterwards was so unpromising, and being in want of hands for unloading the coal vessels, it was found necessary to suspend this working, until some other and more favourable opportunity may present itself for resuming it. The stopes continue good, and the branch of ore, alluded to in my report, No. 7, has now so far developed itself as to enable us to employ four men on stoping, instead of two. Should this vein continue equally profitable another month, it will probably be advisable to drive a level on its run to the eastward, for the purpose of opening ground, and proving its value with greater despatch than can be done with a stope.

Ore Dressing.—This branch of the works has hitherto made satisfactory progress. The greater part of the halvans and stocks at the United Mines is now dressed, and the ore ready for delivery to the smelting-house: the Old Mine, and Mancur's and Ryper's ore, will follow in succession. The repairs to the stamps were rather expensive, but will prove beneficial, inasmuch as we are now enabled to reduce upwards of 50 tons of halvans every 24 hours. About 200 tons dredge and dressed ore have been delivered to the smelting-house, but in consequence of our time being so much engaged with the usual summer operations at the surface, we have been unable to make the assays of the several parcels: we hope, however, to do so by next post. Our stock of ore at the mines may be safely estimated at 350 tons, in addition to the 200 tons already delivered.

New Lodes.—We have placed as many hands as can possibly be spared from the other work to explore these discoveries, of which one in particular, between Mancur's and Ryper's, presents unusually favourable prospects, and, at the same time, yields a small supply of ore of an excellent quality. After the whole of the vessels are unloaded, we hope to employ a greater number of hands on these lodes, and shall endeavour, if possible, to get under cover before the winter sets in, so as to be able to prosecute the usual mining operations during that inclement season. The list of settings for June is inclosed.—S. H. THOMAS.

Estimated Produce for June.

Mines.	No. of men.	Tons ore.	Per cent.	Tons copper.
Raipas	20	70	7	4.90
United Mines	10	35	4	1.40
Ryper's	10	14	7	0.98
Mancur's	12	15	6	0.90
Old Mine	4	7	6	0.42
New Lodes		8	6	0.48
Total	60	149		9.08

Mining Report from the 18th June to the 9th of July, 1846.

Raipas.—The 5 fm. workings have been rather fluctuating, and the produce of the stopes in this part of the mine has somewhat diminished; but the improvement in the shallow adit, on the gossan lodes, has enabled us to keep up the usual regular returns of ore. The prospects on the whole continue flattering, and even better than could be expected from the present limited scale of operations. The transport of the ore to Bosskop has been recommended, and, in the course of this week, the sloop will be employed to bring it to the smelting-house. By the latter part of this month we expect to return about 170 tons, of the usual quality, in addition to the delivery specified on the accompanying ore note.

United Mines.—The falling off in the produce of these mines was anticipated and explained in my last report. The lode in the eastern part of Ward's, above the 40 fm. level, continues to improve, and we expect the quality of the next returns of ore from this part will be found better than for some time past. Nearly the whole of the halvans and smalls will be dressed and sent to the smelting-house by the middle of next week; the returns will be found to exceed the estimates, and, without any unfavourable change, we expect the profit on the present six months' operations will be more than anticipated.

Old Mine.—The stope has deteriorated, and, being in want of hands to return the large stock of halvans, collected at this mine, it was found necessary to suspend the usual mining operations until the whole of the ore on hand could be sent to the smelting-house. In about two months the usual tutwork bargains may be resumed.

Mancur's.—The ground in the adit end is hard, as is also the lode in the stopes, south of the shaft; and the returns of ore have, in consequence, been less than last month. This inconvenience we expect is only temporary, as the lode appears to widen as we advance into the mountain; and, judging from the appearance of the strata at the surface, we may shortly hope to make more favourable progress. The lode continues equally promising, and the level, as well as the stopes, yield fair returns of ore.

Ryper's.—has again improved, and the cross lode appears to widen, and contains more ore as we progress with the stope towards the north-west. The roof stope is without change, and continues to return ore of superior quality.

New Lodes.—A scarcity of workmen still compels us to defer opening as much ground as would be desirable before the coal vessels are dispatched; one

of the lodes at present worked on is regular, and improves in depth, and promises some valuable returns of ore. Two other places are equally promising. By the end of next month (August), we hope to be able to speak more confidently of the future prospects and expected produce. The ore dressing continues favourable, and we shall experience no difficulty in returning the whole stock of halvans, &c., by the end of September.—S. H. THOMAS.

IMPERIAL BRAZILIAN MINES.—Gongo Soco, May 4.—The difficulties we encountered in reaching the lode at the 20 fm. level, from Fitzpatrick's shaft, at Catta Preta, were so great, that Captains Blamey and Guy were last week requested to consult with Capt. Pengilly and myself as to future progress. I am happy to say, the impediments were surmounted before our arrival, and the progress since has been very good; there are, however, still obstacles which require the constant presence of a captain, and Capt. Guy, accordingly, remains there for a few days. In our cross-cut from Thomas's shaft, at the 18 fm. level, we have intersected a quartz lode, of from 2 ft. to 3 ft. wide, which affords a tolerable sample of gold, and which, with the lode from the back of the 10 fm. level, near Alston's shaft, give at the stamps a produce which the captains think equal to any thing we have in Gongo. You must, however, please to remember, that, as the water-wheel works the pumps as well as the stamps, the latter has but six heads (stamper), and, consequently, cannot reduce a very large quantity. In the cross-cut, near the Eliza stamps, we have intersected a vein, which gives samples of gold, but it proves very poor at the stamps. We are continuing the cross-cut, but hereafter we may find it necessary to drive on the vein. The communication from the shallow level, east of Bray's shaft, with the cross-cut from Harris's shaft, at the 14 fm. level, will be effected in two or three days, which will enable us to work the backs already laid open, and prove the vein still further, with ease and economy. We have obtained a few pounds of gold from this neighbourhood within the last 10 days, and we entertain sanguine hopes of getting more very shortly. Our 34 fm. level west, to get beneath the good ground, near Duval's shaft, is in progress; and at the 27 and 41 fm. levels, we are driving cross-cuts towards the hard vein, on which we have worked at the 48—the produce of which is now being proved at the stamps. Feeling it necessary to employ every available hand on the portions which are most promising, we have suspended our operations in the deeper parts, near Vesey's shafts, and the water will rise to the 55, at which level we are doing a little work, near Bayley's shaft. The pumps are put in such a state, that we can drain the mine, or remove them, without an hour's preparation. We are still proving the newly-discovered jacotinga, south of Socorra village, but it has not presented any thing very encouraging, though every where auriferous. I am sanguine that our present month's produce will be the best we have had for a very long time.—W. J. HENWOOD.

UNITED MEXICAN MINING ASSOCIATION.

The half-yearly general meeting of the proprietors in this company was held at the London Tavern, on Wednesday last, the 29th inst.

Sir JOHN EASTHOPE, Bart., in the chair.

Mr. MATHER (the secretary) having read the advertisement convening the meeting, and the minutes of the last meeting, which were confirmed, read the following directors' report:—

REPORT.

The directors, in again meeting the proprietors, beg leave to submit the following statement of the affairs of the association, and report the events that have taken place in the concerns thereof, since the half-yearly general meeting, held on the 28th of January last, and as usual, in the first place, call their attention to the mine of Rayas. The result of the operations therein, have been as follows:—The share of the produce received by the company, during the past year, ending 31st December last, after deducting all the expenses of the mine, was \$62,374 2 3, which reduced the debt thereof, to \$688,490 4 3; and since that period, up to the last advices received, a further sum of \$5802 2 4 had also been received—leaving thereof \$683,088 1 7 still owing to the association. The present state of the several works prosecuted in the mine, is thus detailed in the last report received from Mr. Glennie:—

"May 22, 1846.—La Purisima.—A small portion of ore, of common ley, is extracted from the old workings in this part of the mine.

"San Lorenzo.—The dry walls are being raised with all the expedition possible, and ore are being thrown down from the upper parts of the lode, wherever the operation can be carried on with perfect safety. In the lower part of San Lorenzo the ore is now being followed up in the direction of the old workings of San Pablo, situated above Los Reyes; on the north-west side of these points some ore is found in a long pillar, through which it is intended to drive an end. Eight pairs of barnen are now employed by day, and 11 by night.

"San Miguel.—San Darío has been yielding a fair quantity of ore during the last month, the quality of which has not varied much; the threads of good ley continue in about the same proportion as hitherto, and the general body of ore is well defined, with narrow offsets branching into the upper portion of the lode. The other two workings assist in making up the produce from this side of the mine. Thirteen pairs of barnen are employed by day, and an equal number by night.

"Santa Toribio.—830 varas have been driven since the last report, and the working is now advancing fast towards the Malancón division of the lode. Some threads of quartz have been cut, in some of which there has been a very slight appearance of ore.

"Santa Cecilia.—A favourable change has taken place in this end during the last fortnight, inasmuch as the vein is not so extremely hard as it has hitherto proved, and the advanced point is now nearly free of water; 5-69 varas have been driven in four weeks. The points worked on joint account by buscones continue in a very impoverished state, there not being one camp that calls for any particular notice. It will be seen, from the usual statement that accompanies the report, that there is a further decrease in the amount of halvans for the last month, as compared with the previous month; and also a considerable increase in the amount of outlay, which increase is caused by the purchase of stores previous to the setting in of the rainy season. The water in the great shaft has been lowered to such a depth as to leave the communication with San Simon quite free, but there is no diminution in the number of malacates for the present, as the drainage is still found heavy. The water is now confined to the shaft, and this circumstance affords the opportunity for extracting a small quantity of good ore from the neighbourhood of San Simon.

"Statement of produce of dressed ores, outlay, and sales, in the Mine of Rayas, for the four weeks, ending the 16th May, 1846:—

Ores remitted to Hacienda.	Amount of Memorias.	Half Sales of Buscones Ores.	Excess of Memorias over Half Sales.
April 25—Cgs. 600	\$ 6149 1 7	\$ 1593 2 0	\$ 4555 7 7
May 3—" 495	4819 0 0	1341 0 0	3478 1 7
9—" 515	4757 4 6	1631 0 0	3127 6 6
16—" 517	4211 1 6	1516 5 4	2694 4 2
Cgs. 2127	\$19,937 2 2	\$6809 5 4	\$13,127 6 8

To this information the directors have nothing to add, inasmuch as they do not possess any more; but judging from present appearances of them, will venture to indulge in the hope that, the new works of research, &c. now carried on, will speedily prove a source of good produce, and steady profit.

New Mines.—The proprietors will remember, that the directors, with their approval, empowered Mr. Shoolbred, on his return to Mexico last year, to engage a certain description of new mines for the association. As Mr. Shoolbred could not then succeed in this object, he has retired to the directors, since his arrival in England, the authority and instructions given to him on that occasion. The directors, however, have reason to believe, that by giving a similar authority to the present manager in Mexico, mines of the desired description may now be obtained on satisfactory terms—therefore, they contemplate to act upon the same principle, first receiving from Mexico the necessary reports and information in every case, and aided, as they will be, by Mr. Shoolbred's co-operation here, they will then decide thereon themselves in England.

Haciendas.—The ores from the mine of Rayas, employ only 50 of the 68 arrastres at Barrera; and to find employment for the remaining 18, was a subject to which the manager's attention was devoted; by last advices, the haciendas of Dolores and Duran are fully employed; the former with ores produced by the association, and the latter with ores on contract, for account of a third party.

Zacatecas.—On the eve of Mr. Shoolbred's departure, he received a copy of a communication, addressed to her Majesty's Minister, by the Mexican Minister for Foreign Affairs, on the subject of the association's claims on the Mexican Government, arising out of the Zacatecas law-suit, of which the following is a literal translation:—

[COPY—TRANSLATION.]

"The undersigned, &c. &c. &c., has the satisfaction to communicate to his Excellency Charles Bankhead, &c. &c., that, on careful examination of the documents, concerning the claim made by his Excellency, demanding compensation to the United Mexican Mining Association, for the expenses and losses sustained by them, in the law-suit promoted against them by the owners of the San Acasio Mine, his Excellency the Provisional President has thought proper to agree with the sentiments expressed by the Council of Government, which advises that, in consideration of the proceedings of the judicial authorities of Zacatecas in this matter, and in order that the Supreme Government of the Republic may give another proof of the principles of justice, by which it is guided in all its acts, and of the consideration due to the Government of her Britannic Majesty, it shall, and does, co-operate immediately to make some arrangement to indemnify the said company, for the legal losses and injuries it may have sustained, in consequence of the suit alluded to—bearing in mind, in order to regulate the basis of an equitable arrangement, that there must still exist in Zacatecas some property belonging to the company, the restitution of which may be demanded. With this view, the interested party can communicate with his Excellency the Minister of Finance, and come to some understanding with his Excellency on that point—so that the amount of indemnity being regulated, and if found not coming within the sums which may be legally disposed of by Government, the Government may demand of the Extraordinary Congress, which is about to assemble, the necessary authorisation for its payment, the initiative of which will be directed to Congress, in compliance with the faculty granted by the 1st Article of the Decree of Convocation. His Excellency the Provisional President, and the undersigned, flatter themselves that the Government of her Britannic Majesty, and its worthy Minister Plenipotentiary, will fully appreciate the resolution come to in this matter, which has also the object to strengthen and increase the friendly relations fortunately existing between the Mexican Republic and England; and the undersigned, in addressing this note to his Excellency Mr. Bankhead, as the result of those received from him on the subject, has the honour to reiterate." &c. &c. &c.

The proprietors will, therefore, learn with pleasure, that the principle of those claims has been sanctioned and admitted by the Mexican Government—consequently, it may be fairly inferred, that payment will be made to the company for this vexatious and long-pending claim. It was Mr. Shoolbred's intention, previous to his final departure from the country, and on his way to the city of Mexico, to regulate the amount, and arrange the payment of this indemnity; but he was precluded, by satisfaction, by the resignation of office, at that particular juncture, of the Finance Minister, and the non-appointment of a successor—he, therefore, gave the necessary instructions to the agents of the association in that city, as will be seen by the following letter which he addressed to them, under date of the 25th March last:—

"The Mexican Government, having finally admitted by official note of the 13th inst., addressed to H. M. Minister Plenipotentiary, the justice of the claims of the United Mexican Mining Association, for losses and damages arising out of the iniquitous law proceedings of the Zacatecas Tribunal in the suit instituted against the said association, in the year 1833, by the owners of the San Acasio Mine, I have the pleasure to hand you, herewith, the statement of such losses and expenses, made up to the 31st of the present

month—amounting together with interest, at the rate of 1 per cent. per month, to \$398,100 the details of which, as also all such vouchers as could be possibly obtained, and can be reasonably demanded by the Mexican Government, in the present instance, are in possession of, and will be forwarded to you, if requested, by Mr. Heath, the present chief manager of the association at Guanajuato. You will, however, readily perceive, that the association make no especial claim for damages, beyond a rate of interest allowed by the Mexican executive, on a former and similar occasion, to the association—as also, an annual sum of \$1000 for the labours and expenses which were forced upon its board of management respectively, and at one and the same time at Guanajuato, Zacatecas, and Mexico, a forbearance on the part of the association, which it is to be hoped will be immediately and properly appreciated by the Mexican executive, in not only acquiescing in the amount now claimed, but in making such provision for its payment, as shall, without pressing too heavily upon its remaining available revenue, enable the association to receive punctually and regularly, such instalments as may be agreed upon between you. To this end, I beg to suggest, that the Mexican Government assign to the association in payment of the amount of the present claim, all silver duties payable by the latter at Guanajuato, the duties of circulation and export amounting to 10 per cent. on the specie *bond fide* shipped by the association's agents at Tampico and Vera Cruz, by packets for England; and that the British Indemnity Fund, consisting of 5 per cent. of the maritime or import duties of Vera Cruz and Tampico, shall be continued and exclusively assigned to us for the payment of any amount which may be due to the association, over and above the aforementioned duties on silver and specie, at the period when the present claimants on that fund shall have been all and fully paid, inasmuch as their claims do not now exceed \$90,000. Although the enclosed statement has been made up with a due regard to justice and exactitude, still, if there be any serious and insuperable difficulty to contend with in the amount to be agreed upon, the association authorise you to make any such moderate and well founded reduction therefrom, as shall have the effect to produce immediate and final arrangements and liquidation of the claims at issue."

Since that date, Mr. Heath, the manager, has successfully announced the appointment and resignation of two Ministers of Finance; which sudden and repeated changes have necessarily prevented any progress whatever being made in this matter, since the period here referred to. The sale of the hacienda of Cinco Senores, together with all the remaining stores, has enabled the management to close finally all the active accounts of this district, with the sole exception of the aforementioned claim on the Mexican executive.

Oaxaca.—The few stores remaining in this district are being sold as opportunities offer, but there is no prospect, at present, of disposing of the hacienda of San Pedro Nolasco.

The total amount of returns realised on the general operations of the company for the past year was as follows—viz:—

For Arista indemnity, amount received from the General Government	\$ 3675 5 1
Realised in the payment of ores at Barrera, Dolores, and Duran	23375 1 0
Realised on quicksilver	6091 0 4
Premium on gold coin, and profits on stores	1137 6 6
Balance of bullion and specie shipped to London	3048 2 3
Interest received on sundry accounts	1208 3 0

\$38,327 2 6

Amount received on account of Rayas debt 62,374 2 3 |

Less expenses of management, agencies, law charges, postage, &c. \$101,101 5 1 |

25,714 0 6

Total \$73,387 4 3 |

Or, sterling, at 42 pence per dollar, £12,667 16s. 8d.

The total amount of the available and other property, supposed to be good, belonging to the company in Mexico, as last estimated, was—

Buildings \$ 58,008 1 7 |

Stores \$ 162,129 3 4 |

Less quicksilver 85,475 3 1—76,654 0 3 |

\$131,669 2 2

Cash advanced to owners of Rayas on account of profits of the mine, on hacienda contracts, and for current expenditure 37,335 2 2 |

Treasury bonds for Arista indemnity 8,140 5 0 |

Claims on the Mexican Government, arising from the San Acasio law-suit, estimated to 31st March, as per account received 289,100 0 0 |

Debt of Rayas Mine remaining due on the 30th April 683,088 1 7 |

Available assets in Guanajuato on the 23d May 25,471 1 2 |

Quicksilver in Mexico on the 23d May \$8,377 4 0 |

And on the road thence 23,235 5 4—111,617 1 4 |

Bought ores for the haciendas 104,535 3 7 |

Total \$1,390,940 2 0 |

Which, at the present rate of exchange, of 44 pence to the dollar, is equal to \$255,005 13 4 |

And exclusive of the cash in England, amounting to the sum of 7,049 13 0 |

Total \$262,055 6 4 |

Management in Mexico.—As reported to the last meeting, Mr. William Heath has been appointed to the office of manager in Mexico. He arrived at Guanajuato on the 27th of February, and immediately entered upon the duties of his office, in the detail and execution of which, he was instructed and assisted by Mr. Shoolbred, who remained there until the 10th of March. With a view to strengthen the management, and to provide for any unforeseen casualty to the manager, the directors have nominated Mr. G. H. Glennie as assistant thereto, apart from his duties as mine superintendent, to which he had returned, on his arrival, with Mr. Heath from England. The directors have received the following letter from Mr. Heath, dated the 21st March, in relation to the condition and character of the management, as transferred to him by Mr. Shoolbred, which is now communicated in order to show the proprietors, the orderly and satisfactory state of it, when the duties of management devolved on Mr. Heath.

"On the 16th ult., I had the pleasure of announcing to you the arrival of Mr. Glennie and myself at Vera Cruz on the 18th; and I have a note to inform you, that we reached Guanajuato on the 27th ult. On delivering your letter of introduction to Mr. Shoolbred, that gentleman lost no time in taking the necessary steps towards placing me in the position I was to occupy; and as I brought no power of attorney, or instructions with me, we had recourse to the power granted by the directors to the managers on the 2d of December, 1835, which, being found to contain the necessary clause of substitution, a notarial act to that effect was extended and attached to it on the 9th inst. in my favour, and which the company's advocate (Senor Burquez) has pronounced sufficient for every purpose, judicial or otherwise. Mr. Shoolbred has also handed to me the instructions of the directors to the managers, dated 2d December, 1835, which are, I understand, the last which have been given by the court, and are, consequently, those now in operation. I have visited the different haciendas in company with Mr. Shoolbred, and have taken them formally under my management. The balance of the cash on the 14th of March (\$5148 2 1) was also delivered over to me, together with the books, accounts, archives, and other effects, belonging to the association, and am deeply indebted to Mr. Shoolbred for the great trouble he has taken in giving me the requisite instructions, and the very kind and considerate manner in which he has endeavoured to inform me upon every point connected with the future management of the affairs of the association. This, however, was a comparatively easy task; for the very excellent arrangement displayed in every department, and the business-like manner in which the whole is combined and systematised, has greatly facilitated my acquiring the necessary information—at least, to the extent the time would permit. I have found the books and accounts clear and closely written up—there are, in fact, no arrears in any department. Under these circumstances, I have only to assure the court, that it is my intention to continue the system, so ably introduced by my predecessor, to the best of my ability; and though I cannot bring his experience in mining affairs to the task, my best exertions shall not be wanting to give satisfaction, and to meet the views and wishes of the court, whenever I may be favoured with them."

Mr. Shoolbred, as before stated, left Guanajuato on the 19th of March, after staying some days in the city of Mexico to attend to the affairs of the company there, left Vera Cruz on the 2d April, and arrived in London on the 7th of May, and has since then taken his seat in the direction, and to which he was elected at the last half-yearly general meeting.

Management in London.—Sir J. Easthope, and Charles Morris, Esq., are the two directors who go out of office by rotation; but being eligible thereto, are candidates for re-election; and John Hibbert, Jun., Esq., of Great Ormond-street, is the candidate for the vacant auditorship, caused by the election of Thomas Metcalfe Flockton, Esq., to a seat in the direction in January last.

London.—Account of receipts and payments, from 1st Jan. to 28th July, 1846:—Balance, as per audited account, to 31st Dec., 1845 \$22,605 15 8 |

Recd. scrip., by remittances from Mexico \$6075 16 9 |

Transfer fees \$14 2 6 |

Discount on stamps 1 4 0—15 6 6 |

Interest on money lent, and Exchequer Bills 247 2 9—6,333 6 0 |

Total \$28,944 1 8 |

Paid since, 240 bottles of quicksilver, shipped to Mexico, and sundry payments on account of the management \$4392 18 1 |

London expenses 861 18 1 |

Red scrip. 131 5 0 |

First dividend \$361 0 0 |

Second ditto \$920 0 0—9781 0 0—15,167 1 2 |

said he thought, in the present state of the association, the greatest care should be taken how the funds were disposed of; he then went into a long dissertation on the former losses and unsuccessful speculations of the association, and considered there was too much capital sunk and lying unproductive in quicksilver.

The CHAIRMAN explained that, in the early part of the career of the association, they entered too sanguinely into exaggerated speculations; they had trusted their money to those who always cried, "the more money you send from England, the more you will get"—parties who got all they could, and took care to let the shareholders get as little as possible. It was now very different; they had had dear-bought experience: their manager and officers in Mexico were their own countrymen, and interested in the success of the association; and he could assure the meeting that, while with so efficient and practised a staff as they had in Mexico, they considered they should neglect their interests, if they did not look for other mines of promise. The meeting might be assured, that any speculations which they might undertake, would be most carefully investigated, and of the most promising character—that such outlay would be confined to the produce of Mexico—and that not the slightest idea had ever been contemplated of calling for money from the proprietors. With respect to the quicksilver, it was a question which had been most seriously considered by the directors; they had been in communication with certain parties, to ascertain the best method of purchasing it in Mexico; and at the best of times it would cost them 20 per cent. more than by purchasing in London; and when there was a scarcity, the price would rise enormously.—A resolution was then passed, empowering four directors, instead of seven, to be a *quorum* to decide upon, and give instructions to, the managers and agents in Mexico.—The CHAIRMAN then reverted to the plan which had been arranged for the future conducting the association. Mr. Shoolbred had been their chief commissioner at 1700*l.* a year; Mr. Glennie had 700*l.*—making 2400*l.* a year. Mr. Shoolbred having lived long enough in Mexico, wished to retire; and they wishing to retain the benefit of his valuable experience, had placed him in the direction. Mr. Heath, his successor, had 1000*l.* a year; Mr. Glennie was raised to 800*l.*—thus saving 600*l.* per annum. He had now to propose that Mr. Shoolbred be appointed chairman of the management in London, with a salary of 400*l.* a year—this would effect a saving of 200*l.* per annum, and still retain the active services of Mr. S., who would be generally found at the office.—The resolution was carried unanimously.—Sir John Easthope, and C. Morris, Esq., who retired from office as directors, by rotation, were severally re-elected; J. Hibbert, Jun., Esq., was elected an auditor; and thanks having been voted to the chairman and directors, the meeting separated.

AUSTRALIAN MINING COMPANY.—There may be seen at the entrance to the offices of this company, at the end of London-bridge, opposite Fishmongers' Hall, the first piece of copper ore imported into this country from Australia. It is a very fine specimen, consisting of the green carbonate and grey oxide, associated with quartz and ferruginous sand, and is very rich weighing 1000 lbs. The first meeting of this company was held on Monday last, but it being only a preliminary meeting we were not admitted; at all future meetings, however, we have been informed, that we shall be assisted in giving every particular.

THESEANAN MINING COMPANY.—At the two-monthly meeting, held on the 27th July last, the accounts were examined and passed, from which it appeared that the labour cost for May and June was 2562*l.* 15*s.* 4*d.*; merchants' bills, 762*l.* 16*s.* 11*d.*—together, 3325*l.* 12*s.* 3*d.*. By copper ores sold April and May, 3589*l.* 18*s.* 11*d.*, less lords' dues, 179*l.* 11*s.* 4*d.*—3410*l.* 6*s.* 9*d.*; and amount by Trethellan adventures, 257*l.* 17*s.* 6*d.*—total, 3668*l.* 4*s.* 3*d.*: shows a profit of 542*l.* 12*s.*, to which add balance in hand end of April, 1080*l.* 16*s.* 7*d.*—makes a total of 1623*l.* 8*s.* 7*d.* in favour of the adventurers; from which deduct dividend of 10*l.* per 1-36th share, 960*l.*—leaves a balance now in hand of 663*l.* 8*s.* 7*d.*

TRETHELLAN MINING COMPANY.—At the two-monthly meeting of adventurers, held on the 28th July last, the accounts were examined, and passed—from which it appeared, the labour cost for May and June was 568*l.* 11*s.* 2*d.*; merchants' bills, 247*l.* 5*s.* 11*d.*—together, 815*l.* 17*s.* 1*d.*. By copper ores sold April and May, 1084*l.* 18*s.* 11*d.*; less lords' dues, 72*l.* 6*s.* 3*d.*—1012*l.* 7*s.* 8*d.*; showing a profit of 196*l.* 10*s.* 7*d.*—to which add balance in hand, at last account, 990*l.* 6*s.*, shows a total in favour of the adventurers of 1186*l.* 11*s.* 1*d.*—from which deduct dividend of 5*l.* per 120th share (600*l.*), leaves a balance in favour of the company of 586*l.* 11*s.* 1*d.*

WHEAL ARVOS MINING COMPANY.—At a meeting of the adventurers, held at the Queen's Head Inn, St. Austell, on the 22d ult.—J. THOMAS, Esq., in the chair—present Capt. Barratt and Dalley; Messrs. J. Thomas, B. Banks, Greenwood, P. Wheeler, H. W. Higman, J. Pearce, T. Grose, C. Truscott, J. T. May, J. Truscott, R. Williams, J. Hodge, G. Andrew, Trehan, Frost, and Stickland. The accounts to the end of June last, as entered in the cost-book, were examined and found correct, and amounted to 34*l.* 5*s.*; bills due to same date, 7*l.* 12*s.* 4*d.* and 3*l.* per month, for 4 months' agency to Capt. Glenville, 12*l.*—making a total cost to end of June, of 53*l.* 17*s.* 4*d.*. It was resolved, that Capt. Glenville be appointed captain at a salary of 5*l.* per month, and to keep all accounts; that a committee of management be appointed, to superintend the accounts and payments; and that Messrs. Barratt, Dalley, Stickland, Thomas, and Higman, be appointed to act for the next six months; that Mr. F. Pearce be appointed surgeon to the mine; that 20*s.* per 128th share be paid Mr. Stickland, for purchase of sett and other expenses; and, that a further call of 20*s.* be made, payable on or before the 8th inst.; that Messrs. Coode, Sons, and Shilson, be appointed bankers, and no one to be considered a shareholder until the first call is paid.—The following report from Capt. Glenville was then read:—"In resuming the working of this mine in March last, I found the adit driven about 300 fms., but choked near its entrance—the water discharging itself from one of the shafts, which is about 4 fms. deep from surface. The water is now let down and the adit cleared. I found No. 1 lode about 80 fms. from the entrance of the adit, 16 in. wide, underlaying south, about 3 ft. in a f.m., composed of munda, peach, and spots of copper. No. 2 lode, which the former party cut at about 10 fms. from surface, is about 8 ft. wide, underlaying north 3 ft. in a f.m., having a good gossan, munda, and jack; from the 10 f.m. level they sunk on the course of the lode about 6 fms. We have cleared the shaft, and found some good stones of copper and greens towards the bottom. This shaft, when down to the adit level, will be 30 fms. from the surface. We have also sunk a shaft, on the course of the same lode, 150 fms. east, and at 7 fms. from surface, the lode is about 4 ft. wide, carrying a very fine gossan. I then resumed sinking a shaft, which had been sunk by the former party 12 fms., to get to the adit level for ventilation; after having sunk 3 fms., we discovered a copper lode from 2½ to 3 ft. wide, underlaying north about 3 ft. in a f.m., with good rocks of copper; this lode we have also discovered 100 fms. east. No. 2 and 3 lodes are parallel lodes, and about 11 fms. distant from each other. This shaft, when down to the adit level, will be 25 fms. from surface, when we shall have about 5 fms. to drive north, to see the last named lode about 10 fms. deeper.

CHYFAZE MINING COMPANY.—The report of the meeting of proprietors has reached us, but for want of space, together with its length and importance of the same, we are necessitated to postpone the insertion to next week.

[FROM CORRESPONDENTS.]

BALLESWIDEN MINE.—It appears that our statement, in last week's Journal, announcing 690*l.* as the profits of this mine for six months, was an error. We are informed, by a correspondent, that the profits for that period was 2040*l.* 11*s.* 3*d.*

COPPER BOTTOM MINE.—They are now driving the ends in four levels, on different lodes, &c., in which they have three pitches working at 7*s.*, 8*s.*, and 9*s.* in the 1*l.* for tin. In the adit level east, on caunter, the lode in driving this present month has assumed an improved appearance, being now from 2 to 3 ft. wide, with a good leader of fluor spar, intermixed with spots of black ore and munda; for some time past they have had red ground, but it is now changed, and the indications at present are very encouraging. On driving west on the munda lode they have much the same appearance as for some time past (the lode being nearly all munda), with peach and spar, about 3 ft. wide. They drove east on Paul's lode to intersect this lode, and they were induced to think they had gone far enough, on cutting a branch; but from the present direction of the lode going west, they have still further to drive to reach it. It is the opinion of a well informed practical agent from one of the largest mines in the county who visited the mine this week, that they will find a good bunch of ore underneath. On the north part of the north lode they have driven through a very kindly lode for upwards of 30 fms. in length, consisting of sugary spar, blende, spots of yellow ore, and great quantities of munda; this part of the ground is nearest to the adjoining sett of East Relistian, where an engine is in course of erection. In this sett they have only two lodes, the caunter, which passes through Copper Bottoms, and the above lode, and they appear very sanguine of success with those only, having already sold upwards of 1000*l.* of ore from the adit level, without the assistance of machinery. Should their anticipations be realised, and the parties continue to sink, the western ground of Copper Bottom can be prosecuted under very advantageous circumstances. In the eastern level, on the Foxholt lode, approaching towards some very old and extensive workings, they have a branch of tin, which will set on tribute, after opening more ground; the lode has a very promising appearance, and they have every reason to expect some good returns from tin in getting under former workings. In driving west, on same lode, they have a small leader of tin, ground promising, and expect that 10 fms. more driving will bring them opposite the ground, which proved so productive on the caunter and north lode. The tribute pitches on the Foxholt continue to look well, one of them much improved in sinking the new shaft—they have a good branch of rich grey and black ore; this lode is about 5 fms. to the north of the Foxholt lode; this part of the mine is entirely new ground, the former adventurers not having had time to approach it from the north lode; but, from the work done at shallow

levels, this spot at one period must have excited great interest, and some considerable returns made for the labour bestowed on it must have been immense. The sett contains 10 copper and tin lodes, and extends over a square mile, with a stream of water in the centre of it, which can be rendered available for all mining purposes. Two of the lodes only were wrought on by the former adventurers, and on each of these a rich deposit of copper was found, which yielded considerable returns. From the experience already had in working the mine, from the nature of the ground and general indications connected with the best locality in this district, there is every reason to expect successful results, if properly and effectually worked.

DERWENT MINES.—We understand that the directors, in consequence of the favourable reports received recently from the mines, have determined to increase their working force considerably, especially to enable them to develop the resources of the lode lately discovered.

GREAT CALESTICK MOORS (Pertanzabuloe).—We hear the lead lode to the east of the cross-course has been intersected, and found to be a promising one.

MEDLYN TIN AND COPPER MINING COMPANY.—In our advertising columns, will be found a prospectus of the above company, for working the Medlyn Mines, situate in the parish of Wendron. These mines were last worked by private individuals, with very profitable results; but the water having overpowered the existing machinery, the present company has been formed, for erecting a more powerful steam-engine, and raising sufficient capital for working the mines advantageously. The trustees, and committee of management, are gentlemen of high respectability and standing in society, and we understand they are very sanguine of very advantageous results.

WHEAL CONCORD.—Capt. Jas. Budge Clymo, late of South Caradon Mines, has been appointed to the management of this mine, in the room of Capt. B. Robins, who has resigned his office. The mine is reported as looking as well as ever—large rocks of lead being broke from the 10 f.m. level. The water is down to within 5 or 6 fms. of the bottoms, and large returns are contemplated, on the workings being further extended.

WHEAL ROBERT.—This mine, which immediately adjoins Wheal Martha on the west and north, promises well. One of the lodes was cut on Saturday last, which is composed of munda, spar, with blende, and spots of copper ore. A kindly flookan accompanies the lode.

WHEAL VOR.—In the *Mining Journal* of the 6th June last, we noticed a resolution come to on the 29th May, to suspend all operations at this mine below the 115 f.m. level; but, in consequence of a discovery of a rich branch in the 236 f.m. level, such decision was rescinded so long as the improvement should continue. We are sorry to say, that such has not been the case, and that all hope of working the lower levels at a profit has been given up. A meeting was held on Wednesday week, when it appeared the lode had not turned out well where the improvement had taken place; and on cutting it in the level above, where it was expected to be at least as good as in the level below, it was found very poor: the adventurers' petition to the lords to give up the dues for a time was also refused, and they were obliged to re-pass the resolution of May 29, not to work below the 115 f.m. level. The most lamentable part of the affair is, the representation that 700 persons will be thrown out of work by this suspension; but this, we hope, must be exaggerated.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Twelfth o'clock.	
Bank Stock, 7 per Cent., 2094 ½	Belgian Bonds, 4½ per Cent., 98
3 per Cent. Reduced Ann., 96½	Dutch, 2½ per Cent., 59½
3 per Cent. Consols Ann., 95½	Brazilian, 5 per Cent., 90
3 per Cent. Annuities, 108	Chilian, 6 per Cent., 100
3½ per Cent. Ann., 98 ½	Mexican, 5 per Cent., 25½
Long Annuities, 108	Spanish, 5 per Cent., 26½
India Stock, 10½ per Cent., 262	Ditto Deferred, 16
3 per Cent. Consols for Acc., 96½	Portuguese, 4 per Cent., 44½
Eschequer Bills, 1000 <i>l.</i> , 13 9 p.m.	Russian, 5 per Cent., 113

MINES.—The business done this week in the mining share market has been of a limited character; but we anticipate, from general appearances, that we shall have a firm and better market. Many mines have, during the past week, presented improvements that were not anticipated; and, on the confirmation of these rumours, we may fairly and reasonably expect an improvement in prices also. Transactions in the following mines have taken place:—Herodfoot, Wheal Caradon, Wheal Gill, Concord, Fortescue, Wheal Walter, Wheal Agnes, East Tamar Consols, West Wheal Maria, Devon and Courtney, Treleigh, Cleveland, West Basset, Condurrow, Kircudbright, and Altan.

In the "Money Market and City News" article of the *Morning Post*, of Wednesday last, treating upon the subject and prosperity of British mines, not only as a source of profitable speculation, but secure permanent investment, it bases its observations on extracts from the *Mining Journal*, of the 18th and 25th ult. We should be omitting an act of justice, and taking to ourselves a large portion of credit for that which we are not fairly entitled to, were we not to acknowledge, that the compilation of "Successful Mining Adventures" was the labour of our respected correspondent, Mr. J. Y. Watson, F.G.S., the mining agent (whose advertisement appears in our first page), who has been most indefatigable in his exertions to support legitimate and honourable mining, as well as exposing suspicious adventurers and disreputable speculations, with its effects. With respect to the returns and profits of some other mines, which are held by private parties in the county, we are using our endeavours to obtain correct and authentic information, and solicit the assistance of our correspondents. Of Chypraze we refer our reader to a report of the meeting of that company in another column of this day, and will further lay before our readers a full exposition of their proceedings—at the same time that we hold up to public detection such objectionable transactions of the mining community, we have always shown ourselves ready to give our meed of praise to those laudably and honourably conducted.

RAILWAYS.—There has been during the week an increased amount of business in railway shares; but more especially in the well established lines which are now becoming regular undertakings for investment, and, of course, subject to all the mutabilities of such funds. A large amount of these securities have in the past few months been thrown upon the market, by persons who have played a losing game in the late speculations; and the only astonishment expressed is, that prices should have been so well supported as they were. Some little time of the brokers has been occupied in preparing for the settlement; but it has not influenced prices. In consequence of a press of matter, we have this week omitted our railway list, but subjoin the last quotations on the principal lines—viz.: Birmingham and Gloucester, 130; Caledonian, 14½; Chester and Holyhead, 27½; Eastern Counties, 23½; Edinburgh and Glasgow, 74; Great North of England, 235; Great Western, 152½; Hull and Selby, 107; Lancaster and Carlisle, 62½; London and Birmingham, 232; London and Brighton, 66; London and Croydon, 23½; London and South Western, 77; London and York, 1½; Manchester and Leeds, 115; Manchester and Birmingham, 86½; North British, 88½; South Eastern and Dover, 46.

The railway business of the committees of both Lords and Commons shows symptoms of drawing to a close for the session; there was but one of the former sitting on Friday, for extensions and alterations in the South Devon line—the preamble was declared proved, except as regards an inaccurate survey between Torquay and Dartmouth. In the following cases, the deposits have been returned:—Lynn and Ely (extension to Spalding); the same to March; London and Croydon Extension; North Wales; Shrewsbury, Oswestry, and Chester; Trent Valley; Sheffield and Crewe; Derbyshire, Staffordshire, and Worcester-shire; Eastern Counties to Lincoln.

The number of railway bills to which the Royal assent has been given during the week is 54.

House of Lords.—Preambles proved, five; and not proved, one—the Edinburgh, Glasgow, and Scottish Central.

House of Commons.—Four reports were laid on the table.—3d reading, three; the preambles of the Cornwall and West Cornwall Railway bills were proved. Not proved—Tottenham and Farringdon-street; Dublin and Sandymount Atmospheric; and the number of bills on which Lords' amendments were agreed to are 18.

In the House of Lords, Lord Brougham moved, that the evidence taken before the Cornwall Railway committee be printed, as it would then be seen that some had been improperly rejected; after some opposition, it was agreed to.

MEETINGS.—East and West of England. To determine if it should be dissolved, or otherwise; when there were 7720 in favour, and 3405 against; there was a balance to be divided of 21,187*l.*, and further liabilities amounting to 2998*l.*—Remington's Direct London and Manchester: votes for dissolution, 7580; bankruptcy, 460. This, however, is not sufficient; and after a stormy discussion, a committee was appointed,—but for what purpose, did not appear.—Worcester, Hereford, Ross, and Gloucester: a dissolution without bankruptcy was resolved on unanimously. A dividend of 24*s.* will be paid immediately, and a further final dividend on winding up.—Greenwich: to declare a dividend. There was a balance in favour of 6685*l.* 3*s.*—giving a dividend of 3*s.* 1*d.* per share, and 2*d.* more on a sum in hand of 314*l.* 17*s.* 3*d.*—York and North Midland: a dividend declared of 10 per cent.—Newcastle and Darlington: a dividend declared of 9 per cent.—Kastwick's Direct London and Manchester: Mr. Dillon in the chair, stated that the company had broken up before the dissolution Act passed—the meeting was illegal, and object defeated.—Newcastle and Berwick: the works were progressing favourably, and it is expected to be opened throughout in Feb. next; the expenses, 527,980*l.* 1*s.* 5*d.*; and balance in hand, 175,305*l.* 12*s.* 11*d.*—Ipswich, Bury St. Edmunds, and Norwich: 27 miles of this line are expected to be opened in October; the expenses have been 137,884*l.*; and balance in hand, 132,162*l.* 17*s.* 8*d.*—Newry, Armagh, and Londonderry: to lay before the shareholders the accounts; the receipts amounted to 16,998*l.* 3*s.* 9*d.*, and balance in hand to 11,643*l.* 11*s.* 1*d.*; but there are further claims to the amount of 10,520*l.* 7*s.* 1*d.*, which it is hoped will be greatly reduced.

RAILWAY TRAFFIC RETURNS.

Name of Railway.	Lgh. Rwy.	Percent actual cost.	Last Div.	Traffic Returns. 1846.	1845.
Arbroath and Forfar	15	£142,900	3½ p.c.	£285 0 0	£257
Chester and Birkenhead	15	589,362	2½	718 8 8	938
Dublin and Drogheda	32	631,258	4	817 17 6	965
Dublin and Kingsdown	6	349,736	9	1140 10 4	1239
Dundee and Arbroath	7	153,596	6	443 0 4	398
Durham and Sunderland	19	302,118	10	589 15 1	415
E. Counties & North & East	119½	4,090,323	5	9673 4 11	5365
Edinburgh and Glasgow	46	1,686,226	6	4915 17 4	3378
Glasgow, Paisley, and Ayr	51	1,104,773	6	2405 13 6	2203
Glasgow, Paisley, & Greenock	23	806,134	2	1348 17 5	1321
GraveSEND and Rochester	7	85,000	—	337 9 6	341
Great North of England	45	1,296,196	6	—	—
Great Western	240	8,179,980	8	21240 11 4	19697
Hartlepool	—	—	—	1012 17 2	—
London and North Western	263½	12,849,716	10	46700 11 9	22504
London and Blackwall	4	1,078,851	1½	1561 7 8	1435
London and Brighton	69	2,653,673	7	8115 17 11	6389
London and Croydon	10	842,592	3½	2078 4 10	1779
London and South Western	93	2,620,724	10½	—	9317
Manchester and Birmingham	85	2,197,585	6	—	4665
Manchester & Leeds	61	3,972,869	8	7759 14 0	7623
Manchester, Bolton, & Bury	10	842,725	6½	1152 11 3	962
Midland Company	253½	8,831,195	6	18583 9 3	17496
Newcastle and Carlisle	65	1,137,385	5	2077 7 10	1827
Newcastle and Darlington	22	1,272,031	9	3168 0 0	2701
Newcastle and North Shields	7	216,869	5	711 0 0	531
Norfolk	50	573,818	5	2074 4 4	469
North British	58½	—	—	2132 0 0	—
Preston and Wyre	22	432,014	2	1234 0 0	1077
Sheffield and Manchester	41	1,313,225	2½	2150 4 1	1524
South Eastern and Dover	103	4,284,924	3½	10189 5 4	8348
Taff Vale	30	648,348	5	1161 15 2	1113
Ulster	25	358,353	3½	711 18 1	1224
Yarmouth and Norwich	20½	250,037	5	—	469
York and North Midland	62	2,334,599	10	7411 5 7	5626
Paris and Orleans	82	2,082,916	8	—	6101
Paris and Rouen	84	1,995,306	9	6621 0 0	6492

LEEDS, FRIDAY.—There has been a decided improvement in our market during the week, not only in registered, but also in scrip shares. Leeds and Bradford have been steady at 46*l.* The lease to the Midlands at 10 per cent. was carried almost unanimously. Mr. Hudson offering to take the line himself, if the Midland proprietors were dissatisfied with it. The scarcity of this stock, combined with its intrinsic value, must give a further impetus to the market price. North British are much inquired for, the traffic on this line, without goods, last week, amounted to more than 10 per cent. on the capital. The Carlisle shares at 2*l.* per cent. are the cheapest class of this stock. Huddersfield and Manchester, and Leeds and Dewsbury are both in demand. Huddersfield and Sheffield easy at 74 p.m. North Staffordshire are rising at 3½ p.m. West Ridings, Leeds Extensions, and South Midlands, have all been firm at the quotations.

TOOTAL, BARFF, & FLINT.

COAL MARKET, LONDON.

PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.

MONDAY.—Chester Main 14—Davison's West Hartley 15—Ellison Low Main 12 9—Grace's Hartley 13 6—Hastings' Hartley 15—Hollywell Main 15—Original Tanfield 13 6—Ord's Redheugh 13—Ravensworth's West Hartley 14 9—Tanfield Moor 15—West Hartley 15—West Wylam 14—Willington Hartley 14—Eden Main 14 6—Cowpen Hartley 15—Derwentwater Hartley 14 6—Skelley's Hartley 15—Wall's End Acorn Close 14 3—Killingworth 14 6—Riddell's 14 5—Walker 14 6—Wharfedale 14 6—Belmont 15—Bradford's Hartley 15 6—East Hutton 14 6—Hawthill 15 6—Hutton 15 9—Lambton 15 3—Plummer 15—Russell's Hutton 15—Shotton 14 9—Stewart's 15 6 to 15 9—Wearmouth 14 9—Whitwell 14 6—Hengh Hall 14 6—Kelloe 15 6—Adelaide 15 3—Barrett 14 6—Seymour Tees 14 9—Tees 15 6—West Tees 14—Ships at market, 120; sold 91; unsold 29.

WEDNESDAY.—Buddle's West Hartley 15—Ellison Low Main 12 9—Grace's Hartley 13 6—Hastings' Hartley 15—Hollywell Main 15—New Tanfield 13 6—Ord's Redheugh 13—Tanfield Moor 15—West Hartley 15—Wylam 13 9—Wall's End Acorn Close 14 3—Bell Robson 14—Wharfedale 14 3—Eden Main 14 6—Belmont 14 9—Bradley's Hutton 15 6—Lambton 15 3—Russell's Hutton 15—Stewart's 15 9—Kelloe 15 6—Adelaide 15 3—South Durham 14 3—West Tees 14—Cowpen Hartley 15—Derwentwater Hartley 14 6—Skelley's Hartley 15—Killingworth 14 3—Ships at market, 77; sold, 40; unsold, 37.

FRIDAY.—Adair's Main 13—Chester Main 13 9—Davison's West Hartley 15 6—Dean's Primrose 13 6—Grace's Hartley 13 6—Hastings' Hartley 15 6—North Percy Hartley 13 9—Original Tanfield 13 6—Old Pontop 13 6—Tanfield Moor 15—West Hartley 15 6—West Wylam 14—Wylam 14—Eden Main 14 3—Cowpen Hartley 15 6—Derwentwater Hartley 14 6—Bradley's Hartley 15 6—Wall's End Acorn Close 14 3—Wharfedale 14 3—Belmont 14 6—Bradley's Hutton 15 3 to 15 6—East Hutton 14 3—Hawthill 15 9—Hutton 15 6—Lambton 15—Richmond 14 6—Shotton 14 9—Stewart's 15 6—Whitwell 14 6—Kelloe 15 3—Thornley 14 6—Adelaide 15 3—Barrett 14 3—Seymour Tees 14 6—South Durham 14 3—Ships at market, 126; sold, 71; unsold, 55.

NEW PATENTS AND REGISTRATIONS.

Extracts from the *Mechanics' Magazine Weekly List of English Patents.*

R. Heath, Manchester, gent., for certain improvements in wheels to be used upon rail and other roads, which improvements are also applicable to mill-gearing and other similar purposes.

J. A. A. Sauvage, of Rue Niche, Paris, for improvements in condensing the steam of steam-engines, and in supplying water to steam-engines.

H. Bessemer, of Baxter House, Old-street, Pancras-road, engineer, for certain improvements in the manufacture of glass, and in machinery and apparatus connected therewith; and also in silviculture or coating glass, parts of which improvements are applicable to the manufacture of tin-foil and thin sheets of other metals or alloys of metal.

R. Mallet, Dublin, civil engineer, and J. S. Dawson, Dublin, coach-builder, for certain improvements in railway carriages, and in machinery for working railways, parts of which are applicable to other carriages, and to the bearings of other machinery (being partly a communication).

J. D. Morris, Esq., Stirling, Blackgrange, North Britain, for certain new alloys and metallic compounds, with a method of welding the same and other metals.

F. Fairbairn, Esq., Leeds, for certain improvements in atmospheric railways. (Being a communication from abroad.)

E. Galloway, 14, Buckingham-street, Strand, Middlesex, civil engineer, for improvements in locomotive engines.

LITERARY NOTICE.

A History of Inventions, Discoveries, and Origins.—By J. BECKMANN, carefully revised and enlarged, by W. Francis, F.L.S., and J. W. Griffith. London: H. G. Bohn, York-street, Covent Garden.

This work is a very copious compilation, as the title suggests, presenting a description, with ancient and modern history, of mechanical inventions, chemical discoveries, customs, and usages

NOTICES TO CORRESPONDENTS

by which the produce can be economically transmitted to the port of Swansea, and also an income realised for the carriage of ores and coal from other mines, there is no doubt but that this undertaking will turn out a most profitable one to the fortunate shareholders.

We have on more than one occasion adverted to the encouragement given by the French Government in disseminating information and instruction in the sciences connected with mining and metallurgy, by awarding prizes to engineers who most distinguish themselves in these pursuits, and by the establishment of a Royal School of Mines for the general instruction of pupils in the most approved methods hitherto adopted in every mining country in the world. A splendid building has been erected for this purpose, stored with every requisite for study, and presided over by professors who have visited all the great mining countries of the world—particularly Germany, England, and South America—under a scientific commission appointed by his Majesty Louis Philippe; and thus made themselves practically acquainted with all the various methods employed to procure the mineral treasures of the earth, with the most economic modes of reducing the ores, and the safest methods of working coal mines. A vast amount of information on these subjects has been obtained in England, by visiting the Cornish mines, the great iron-works, and our northern coal mines, and the commission has returned highly competent for the important duties which they have now undertaken. A Royal ordinance was issued last week, embodying the regulations under which out-door pupils will be admitted for the years 1846-47; it states that the principal object of instituting a system for the admission of out-door pupils at the Royal School of Mines, is, so to educate young men as to enable them to undertake the directorships of mines and metallurgical establishments; they are to follow the same course of study, and will participate in the same exercises as the resident pupils, and these privileges will be given gratuitously. The courses of study are to be continued for three years—the two first to theoretical investigation, chemical manipulation, geographical work, and engineering and plan drawing; and the third to practical execution of projected workings of mines, and the metallurgical furnaces on the spot. Those pupils who, at the expiration of the third year, have acquired sufficient knowledge to pass a rigid examination in the various branches of their studies, will receive a diploma, certifying their qualifications, and enabling them to undertake the duties of managers of mines, forges, &c. For the benefit of pupils who may not be sufficiently advanced in those studies, which would enable them to join immediately the engineering classes, preparatory courses will be open for lectures on chemistry, descriptive geometry, the differential and integral calculus, &c. The acquirements necessary for the admission of out pupils are, a knowledge of the French language, and the calculation of the common weights and measures, arithmetic, and algebra, comprising the resolution of equations in the two first degrees, the theory of proportions and progressions, logarithms, elementary geometry, rectilinear trigonometry, the elements of statics, hydrostatics, and the elementary principles of physics; they will also be required to copy a drawing which will be presented to them; they must not be under 18 or more than 25 years of age; will have to produce a certificate from the authorities where they may reside, as to their conduct and morals; and that they have had the small pox, or been vaccinated. The candidates will be examined by one of the engineers of the Royal Mining School, as to their qualification for admission, to the definitive courses; but in the case of any who have been admitted to the Polytechnic School, this examination will be dispensed with. The admission to the privileges of an out pupil will commence at Paris, on the 3d of November, before the council of the Royal School of Mines, who are constituted an examining jury. It will thus be seen that admittance to this excellent institution is not confined to Frenchmen, but foreign youths of all nations, provided they can speak the French language, and possess the qualifications named above. An establishment on some such plan has long been wanting in this country, or schools in the mining districts, on a more limited scale, and to which the children of the mining districts might be admitted free, to study and acquire at least some scientific knowledge of geology and mineralogy, which is especially required among the coal districts where the men work in such dangerous and destructive atmospheres. This institution has a splendid collection of minerals and fossils, models of every description of machinery used in mining operations, and nothing appears to have been omitted to render its appointments perfect. Belgium, Austria, Prussia, Sweden, and even half-barbarous Russia, have establishments of this description, and we trust it will not be long ere England ceases to be the exception in the adoption of so excellent a plan.

In our columns of last week we noticed the present position of those highly important and useful institutions the Museum of Economic Geology, the Mining Record Office, and the Geological Survey of Great Britain; and we now offer a few further remarks on the subject, convinced of the vast utility of these establishments, and that the researches made, and making, by their officers, will bring to light truths of the greatest national importance, more particularly as regards the mineral produce of the island, and economising the working and consumption of coal. Much as has been done by many spirited and scientific men in experimenting on the latter subject, there is yet a wide field open for investigation into the chemical properties and combinations of coal, the probable quantities absolutely workable in Great Britain, and the most economic methods of combustion. Coal is at present that great staple product without which this country would be shorn of all its commercial greatness; her extensive iron foundries, which have tended to advance the civilisation of untutored nations, could no longer be productive; her gigantic machinery, by which has been produced those manufactures which have supplied a world, must cease; and the whole fabric of society undergo a strange revolution, which it is absolutely fearful to contemplate. Our beds of coal have been the undoubted production of ages; and vast as they are, it appears the height of the ridiculous to assert, that they are inexhaustible. Every succeeding year brings its increasing consumption, not simply of tons, but of millions; and perhaps there is no other question in the range of political economy that deserves so much patient investigation, and no body of men so highly competent to the task as Sir H. DE LA BECHE, Dr. LYON PLAYFAIR, and those associated with them in the institutions mentioned. Under these circumstances, we are gratified to learn that the Lords of the Admiralty have taken up the subject with proper spirit, and an inquiry is in progress in reference to the value of coals for the use of the steam navy. It is designed not merely to ascertain, by chemical analysis, the constituents of different sorts of coal, but, by an extensive series of comparative experiments, to determine their heating powers, and the most economical mode of effecting their combustion. With this object in view, steam boilers and furnaces, on the most improved and varying constructions, are being erected at the Engineering College, at Putney, and the examination is entrusted to the gentlemen above-named; the result of which will, doubtless, afford a large fund of information to manufacturers and engineers, and, in connection with the progress of the geological survey, throw a great deal of light on this all-important question. Of course, there is no very early prospect of exhaustion in the supply; but as it is morally certain the time will arrive when such will be the case, it, at least, renders the question one of much value, from the vast number of interests affected by it. We have before observed, that the present divided apartments of the Mining Record Office, in Craig's-court, Charing

Cross, having been found not only greatly inconvenient, but of insufficient size, the Government had made a liberal advance, and fixed a site for a more suitable establishment in Piccadilly; although six months have now elapsed since the grant (30,000*l.*) was made for the erection of the new building, as yet we find but little has been done; we are aware, however, that heavy bodies move slow, and trust the authorities will see that no further time is lost in the furtherance of these great national objects.

In resuming the question of the cost-book system, and considering the advantages or disadvantages attendant it, as well as its observance or non-observance, under particular circumstances, we must again recur to the liability of the adventurer, which, as we rendered pretty manifest last week, was seriously affected by any want of regularity in the registration in the cost-book of the transfer, when such takes place, and which is assumed as releasing the vendor, while it makes the vendee (or purchaser) responsible for all debts and obligations incurred by the former. We now take another position, and assume the transfer to be regularly made and entered in the cost-book, and thus it may be said, that the party so transferring his share is released from all liability. This *prima facie* would appear to be the case, and so it is in one point of view,—that is, as between the buyer and seller; but such can in no way affect the interests of a third party, to whom the vendor may still be held to be liable. We will illustrate this by a simple case. A. B. disposes of his share and interest in a certain mine to C. D., and the transfer regularly made, and notice given to the pursuer duly acted upon, and the assignment entered in the cost-book—C. D. being the recognised holder. So far, all is regular—A. B. retires with the conviction that he is relieved from any responsibility which he had been previously subjected to; and having no claim on the mine for a participation in the profits which might be henceforward realised, considers that, in like manner, no claim can be made upon him for debts or obligations of the mine. Such, however, is not the case. We will assume, that the hour, day, or month, immediately antecedent to the sale and transfer of the share, being effected, at a meeting of adventurers, an engine and lift of pumps, with some 20 or 30 loads of timber, were ordered, and a contract entered into for the supply of coal—involving, in the whole, an aggregate sum of 1500*l.*; the accounts or bills not being payable for some three or four months after the execution of the order. It might be supposed that, if even any liability existed, such could only extend to the share, or say 256th part, or interest formerly possessed by A. B.,—and thus, on paying over 5*l.* 17*s.*, he would be freed from all further responsibility, at the same time that in equity he should not have been required to pay such sum, however liable in a legal point of view. This, however, is not the case. A. B., although he may have disposed of his interest or share in the mine, the transfer of which is duly registered, is (we contend) legally responsible for the payment of the claim of 1500*l.* To render this more clear, we must again, in some measure, travel over the same ground once more. A. B., previous to the disposal of his shares, was a party to the contract referred to, and hence he was a contracting party. The founder, or merchant supplying the materials, did so upon the responsibility of the then list of adventurers, of whom A. B. was one. The goods are supplied to the mine on the faith of the contract so entered into—the pursuer or agent, who possibly gave the direct order, being merely the officer or representative of the shareholders or adventurers as a body;—hence the responsibility is incurred at the moment of the order being given, and which, however it may be transferred to the buyer of the share, the seller cannot acquit himself from, although he may (and undoubtedly would) have a claim on the party so purchasing.

In looking at the question which thus arises as to the responsibility we must needs assume that the merchant takes the step of proceeding against A. B., as one of the contracting parties, after having failed in obtaining payment through the pursuer, or from the adventurers generally. We admit this to be an extreme case, while we are not aware that it has ever occurred—still the cost-book system will admit of it, and hence the necessity of observing strictly those rules which may be said to embody the principles on which the system is founded. To avoid any liability of this nature, it is then only necessary to adhere to the cost-book system, by having regular two-monthly meetings, when the accounts should be submitted; the balance struck, showing the excess or decrease of the funds in hands of the pursuer, and provision made, where calls are necessary for the expenditure of the forthcoming two months, by the contribution of the adventurers. Were this done, there would be, in effect, a balance-sheet every two months, instead of the shameful and deceptive system which has been practised in more than one mine—Trevavas, for example, where debts were incurred to the amount of some 4000*l.* or 5000*l.*, and dividends paid out of money obtained by way of loan from the bankers, one of the committee being the hon. Member for Truro, and representing the bank who made the required advances. This, we say, is disgraceful, and reflects discredit on the parties, while it is calculated to do an injury not only to the mining interest, but might be considered as a part and parcel of the cost-book system. It is, then, to prevent a repetition of such course that we call upon all interested in mines to rally round and enforce in all cases the due observance of the principles on which the cost-book system is grounded.

There is a farce being played at the present moment which requires exposition—it is that of the assumed management of mines by London committees on the cost-book system. Meetings are held annually, calls are made, money expended, whether wastefully or profitably—while the adventurers are never even consulted, nor have they a voice in aught but the vote of thanks to the chairman. It is certainly true, that they have the power of expressing their opinion as to the reception of the report (!), or otherwise; but, even if they disapprove of it, what is their redress—or what course is open to them? In fact, the adventurers are, as we observed last week, mere puppets—while those who profess to manage are, in too many cases, the most ignorant. We trust that the shareholders will in all cases insist on meetings being held every alternate month, and that the accounts be submitted to them—we do not mean a balance-sheet, as ordinarily prepared, but the monthly cost sheets—let them be examined, and a division made, either for or against the adventurers, as the case may be. This would secure something like a system being observed, whereby economy would be the primary motive of action, and a proper check established as regards the expenditure. We shall again next week resume the subject.

Our readers are aware that we have lost no opportunity of animadverting on the baneful effects of the monopoly of salt in the provinces of Bengal, Chittagong, Arriacan, Tipperah, Kuttack, Bahar, and Assam—being the district to which it is confined; and to the inhabitants of which—living as they do almost entirely on vegetable food, remarkable for its insipidity—it has proved an incubus which has been of little avail as a Government impost; the manufacturing charges being 25 per cent., and collection 6½ per cent., and 500,000*l.* sterling lost in one year alone, on the principle which it is affirmed should guide the monopoly. The cost of salt in this part of India is thus ten times the price in Liverpool; and the effect has been to destroy the health and cramp the industry of the natives, and prevent the interchange of the produce of Britain for the prolific returns of the Indian soil. We have to acknowledge the receipt of a paper on the subject, by a Calcutta merchant, containing most ample details and important information on the origin, history, and effects of this monopoly, and from which, from time to time, we shall devote space for copious extracts.

Original Correspondence.

TUTWORK AND TRIBUTE.

SIR,—It is to the "public press" we look as the guardian of rights, the exposé of abuses, the redresser of wrongs, the encourager of merit, the promoter of virtue, and the scourge of oppression. The "press" is one of the principal bulwarks of a free nation; and in the hand of an impartial, wise, and courageous editor, will ever be the honourable man's glory, the poor man's friend, and the usurper's terror. The light which has already sprung up through this invaluable medium, on the subject under review, will never be extinguished, until a most beneficial and radical change has been effected in the mode of conducting the operation of our metallic mines. Truth always reveals herself gradually,—but, when she once begins to shine, she never again withdraws her light, but, like the rising sun, "shines more and more unto the perfect day."

I find, sir, that the heat of this light has made my exasperated opponents nearly red-hot—a blast or two more, and they will bend with their own weight; for they have already (monkey like) nearly "hugged their own cub to death," and their own mouth testifies against them, respecting the wide-spread evil of working mines by "tutwork and tribute." As these writers strive to weaken my arguments, by endeavouring to make the world believe that I have not much mining experience, I am under the necessity, in self-defence, of resorting to egotism, in order to cut away this false ground from under them. For nearly thirty years I have been engaged in mining, and have either filled as principal, or performed the duty as substitute, of every office in that department. My knowledge of the whole routine of mining business is well known, and has been too extensively acknowledged to be affected by the slanders of these men. My attainments in the higher branches of science, on which the well-conducting of a mine depends, is extensively known. Some of the best agents in the county have been my pupils. I have inspected, surveyed, and planned more mines than some, or perhaps all, my detractors were ever in; and let me assure you, sir, that there is no occupation that is so well calculated to give a man a thorough knowledge of the nature of lodes, and the most advantageous manner of working a mine, as the surveying department. It is in this practice that I have often discovered the dreadful effects of the want of science in those who have had the working entrusted to their care, as well as the destructive consequences of the "contract" system, where the skill and judgment of the workman, which should be exerted for the benefit of his employers, the adventurers, is necessarily sacrificed to countenance a system that keeps ignorant men in an office where first-rate talent is required. I have been engaged in inspecting, reporting, and surveying mines on the continent, as well as in this country. I was chosen, and presided as chairman, at the celebrated trial of "Austin's steam-engine," at Fowey Consols Mine, some 10 years ago. I published the first edition of *The Practical Miner's Guide* upwards of 20 years ago, and a new and enlarged edition of that work last year. I might enlarge much on my mining experience; but I suppose I have said enough to convince your readers, sir, that I am not the "novice" which they would fain have the world believe me to be.

I have long seen the evils of the "contract" practice, and its injurious effects to the miner; but none suffer more by it, in a pecuniary point of view, than the lord and the adventurer; and I am quite certain, that all interested and intelligent men, who have closely marked the correspondence on the subject, must be convinced of the truth of what I have advanced. The great question, on which so much depends, hinges on one point—"Have we the power of causing the working miner to exert his strength and skill properly for the benefit and interest of his employers, if we give him fair wages?" Every disinterested and unprejudiced man, who has read the correspondence, even of the opponents, will unanimously reply—"Yes, unquestionably." Why, sir, under the day-work system, the officer can discharge an idle workman, or core of men, at a moment's notice, which he could not do by the "contract" law! Here is a superior and effective power put at once into the hands of the manager. Allow me to wind up with a few of the local effects of the "jobbing system." Redmoor, or the Callington Mines, was totally idle underground last Friday and Saturday (their "setting-day" and "pay-day"), while their two powerful steam-engines (not knowing but what the men were at work) were consuming their coals, and slashing away at the rate of 6 or 7 strokes a minute, as if all was going on right. A number of "pitches" were refused in the survey at the captain's prices, and still remain idle. A public dinner was held at the Lamheroe Mine, at which the captains, with about seventy of their friends (ladies and gentlemen), were present.—A miner was recently appointed to a captainship in Wales, from this town, who can neither read nor write.

I shall conclude with the solution of the little question put by "Optimus," requiring the length of error when the sum of the angle of error is $\frac{1}{2}^\circ$, and the length 50 fms. The first table of *The Practical Miner's Guide*, where the hypotenuse is made radius, gives the decimal of the base opposite 30 minutes, '6283, and this '6283 of an inch, multiplied by 50 (the given length), makes a product of 31'415, or 2 ft. 7½ in. nearly. Now, little as this question may be called, it unfolds a truth of the highest importance to the dialling practice of mining. We find that an error of only $\frac{1}{2}^\circ$, makes an error of nearly 3 ft. on a 50 fm. line! And see what would be the consequence in rising against a shaft? Now, sir, nothing but trigonometry could ever make this discovery. Tracing or construction might struggle for the solution in vain for ever; and yet, sir, one of your audacious anonymous correspondents has published the glaring falsehood—"That there are many first-rate diallers, who do not know what 'trigonometry' means!"

I respectfully call for the real name and address of the man who signs "The—Miner," that we may measure our mathematical swords, and the public may have the result.—JOHN BUDGE: Callington, July 27.

MINE SURVEYING.

SIR,—I have furnished the answer to the question on this subject, proposed by your correspondent "Optimus" last week, and readily concur with the laudible suggestion of that gentleman, of introducing practical questions on this paramount branch of mining; and I will follow his example, in beginning with the most simple and easy problems, so that our young and aspiring miners, may be induced and encouraged to come forward, for the purpose of perfecting themselves in the grand science of "trigonometry," without which, it is impossible, to make any mining survey with certainty, although one of your correspondents has dared to publish a notorious falsehood in contradiction of this truth. This fact was proved over and over again, during the long and valuable controversy that was carried on in the Journal four years ago.

PROBLEM.—Let us suppose that we have worked out a course of dialling, for the purpose of ascertaining the true place for pitching a downright shaft at surface, to come down on a determined point underground, and having resolved all the drafts and declinations into one main line by trigonometry, we find the length and bearing of that line to be 126 fms. 2 ft. 8 in., on $37^\circ 28'$ east of north. It is required to know the extent of easting and northing on this angle, corresponding with the direct length of 126 fms. 2 ft. 8 in., so that we may be furnished with a certain check or proof in laying down the line at surface, and not subject ourselves to error, by venturing to pitch the shaft from the point of the dial, until we have demonstrated that all is right. For as there is a fraction of a degree in the bearing, and our mining instruments, generally, are not well adapted for taking long drafts with great accuracy, the utmost precaution is necessary in these cases. The student need not be told that the operation of trigonometry necessarily furnishes the two cardinal lines, which, we are now enquiring for; but we are to suppose, that the direct length or hypotenuse and bearing is known, and the base and perpendicular unknown. It will not be out of place, if we observe here, that by the question of "Optimus," it may be gathered, that an error of a quarter of a degree upon a line of 126 fms., would cause a deviation of 3 ft. 3½ in., which would be a fearful consequence in attempting to sink upon a rise, or to rise against a shaft coming down.—JOHN BUDGE: Callington, July 28.

LEVELLING.

SIR,—Your correspondent, John Budge, has lately come out "like a giant refreshed with new wine." I remember the long controversy, between him and Mr. Phillips, on "Mine Surveying," a few years ago. Since then, until within the last few weeks, I have known little of him as an author of communications to the *Mining Journal*. Of late, however, with strength renewed, and a resolution beyond his strength, he has come forth, like the king of beasts, determined to bear down all before him—especially the poor captives. I shall say nothing at present on the subject of "Mine Surveying," nor on "Tutwork and Tribute," but beg room for a few words in your Journal on the subject of "Levelling"—a subject which Mr. Budge has at-

tempted to teach miners and railway gentlemen by his letter, inserted in your paper of 20th ult. I like *multum in parvo*; but I doubt whether it is possible to instruct a person in the art of levelling by so short a treatise. Indeed, I might say that it is impossible to do it. But Mr. Budge, who is evidently a non-professional leveller, has given very erroneous instructions in that letter, which no one, with the least judgment on the subject, would carry out. Mr. Budge says, that the "staff" is about 25 or 30 feet high. Now, no railway surveyors commonly, and few ever, use a staff so long—the usual height being from 15 to 18 feet; but the point to which I would call attention, as demonstrating Mr. B.'s incapacity as an instructor, is the operation recommended. He would have his pupils use a staff, say 30 feet high. He has made no account at all of any rising ground between the first and second positions of the staff, which may be elevated many feet. We will suppose, for example, that the back set reads 4 feet 6 inches high; it is clear that, deducting the latter height from the reading (29 feet), there is an elevation in the ground of 24 feet 6 inches, of which Mr. Budge has taken no account whatever. Suppose that the distance of the respective stations from the instrument is 20 chains (4 mile), which Mr. B. says may be taken at one observation, what a mass of ground there is unaccounted for!

The error is serious, indeed; no less than 12 feet 3 inches, on an average, for half a mile—so much for Mr. Budge as an instructor of levellers! He affects to know many things, and as he has quoted Scripture in his letters, allow me, sir, to quote one, which is applicable to all, but deserving the particular attention of Mr. B.—"Let no man think of himself more highly than he ought to think; but to think soberly."—A TUTWORK MAN. *Gwynnapp, July 28.*

TUTWORK AND TRIBUTE.

SIR,—Although your very clever correspondent, J. Budge, has been so ably answered by several writers, who are evidently well acquainted with practical mining, allow me, as a London adventurer of some 10 or 12 years' standing, to occupy a very small space in your valuable Journal on the subject. Whatever the motive be, which actuates this writer in his extraordinary attack on the whole mining agency, and the tribute system generally, I will not inquire (an honest one, I fear, it cannot be)—but I do feel, sir, that so ignorantly displayed, and ungenerous a charge against a whole body of enterprising men, who are the real producers of the mineral wealth of the county, should not pass without letting the author and the public know what are the feelings of the great body of London shareholders in mines thereon; and, from my connection with them, I think I am able to state what that feeling is. I will not go over the ground, which has been so well trodden before, as to the impracticability—not to say impossibility—of carrying out the plan of working a mine, as recommended by Mr. Budge; he must himself be aware, if he knows what the interior of a mine really is, that, if adopted in six months, half the mines of Cornwall must be abandoned. Take away the spirit of enterprise from the miner, make his work merely a mechanical routine, with no hopes of greater gain from increased exertion, and his "underground captain with no more than 5l. per month," will have, indeed, no sinecure for his pay; every instant his back was turned the man would naturally ask himself, "Am I not doing more than I am paid for," and relax his exertions accordingly. The whole proposition is so preposterous, that no reasonable man, acquainted with the nature of mineral veins, and the difficulties and uncertainties, the hopes and fears, which the miner has to encounter, but will consider it so; and sure I am, that had any one the temerity to make the proposal to a body of London shareholders, his proposition would be received with the contempt it deserved. I have long noticed the evident conceit which pervaded Mr. Budge's writing, before he made himself unenviably notorious by coming out as the "Mentor" of the mining world; he has ever appeared to consider that every body evinced too little knowledge, and was too well paid, but himself; but his present crusade beats all, and his last letter "out Herod's Herod"—according to that precious specimen of an illiberal mind, respectable pay turns a man into a "thing." Underground captains are never to have more than 5l. per month; and "gangsters" are to be appointed (he does not say how many would be required to a certain number of men) at 4l. per month, to watch the working miner. His observations on the "miseries of the abominable jobbing system;" his "friendship for the miner, by taking away his holiday;" and his canting quotations from Scripture—are too contemptible to be worth notice. The whole is a display of selfishness, meanness, and fanaticism, totally unworthy of the present enlightened age; and it really would appear, that Mr. Budge has started this discussion for the want of better employment, under the delusive hope that some company would be found foolish enough to try the system, and appoint him manager-general—at a salary of something more than 5l. per month.—*LONDINENSIS: London, July 28.*

[We publish our correspondent's letter, having his name and address; at the same time we must observe, that we should like better to see the question discussed solely on its merits, and the least appearance of personal invective avoided.]

PROCEEDINGS AT MEETINGS OF COMPANIES.

SIR,—Being in the habit of attending the meetings of public companies, I am often struck with the simple remarks which are made by some of the shareholders, and the captious and dictatorial style indulged in by others. The former are harmless, and only excite a degree of pity, that they do not make themselves better acquainted with the pursuits of a company, before they become interested in it; but the second are mischievous, causing suspicion as to the prospects of an undertaking, and want of confidence in the directors. I am led to these remarks, by what took place at the meeting of the United Mexican Mining Company, on Wednesday last, when a party of this description persevered in requesting explanations on a subject, which (he had been told) would be premature for the interests of the company to make public, and which the report sufficiently explained to all who felt confidence in those directors, who have saved the company from wreck. He still proceeded finding fault with detailed portions of the accounts, the capital sunk in quicksilver, and many other specimens of ignorance, of the most economical manner of conducting great measures with a most admirable talent for talking. I have seen many of these talkative, captious gentlemen, who, for the sake of displaying what they consider *oratory*, and putting themselves forward, as they term themselves the champions of economy, &c., set a whole body of shareholders by the ears, get the company into bad odour with the public, and are then the first to complain that they have been misled by the representations of others, and that they shall not be able to recover their money, while, had they been quiet, and left others to act who were competent, without misplaced interference, all might have been well.—This more particularly happens in new companies. *Bank Chambers, July 29.* A BROKER.

THE "DAVY" LAMP.

SIR,—Your correspondent's letter, "Optimus," from Blackburn, respecting the question of safety in the "Davy" lamp, is a mere echo of what I have again and again put on record, and, what is more curious still, almost expressed in my very words, with the exception, indeed, that I never doubted the *authorship* of that safety lamp, which, as far as I know, has never been called in question. With the shield of mica I recommended, it is safe from currents and lateral "blowers," and these are contingencies that bring its safety into jeopardy. It is, therefore, only conditionally, not absolutely, safe. At the same time, I devoutly wish safety lamps, whether of Davy, of Mueseler, or its modifications, or any other, were entirely kept in the back ground. I repeat, they are lures to destruction; they relax attention to ventilation, and an entirely new system of working coal mines, both of which are imperatively required—while, in the meantime, the miner continues to breathe an atmosphere, fraught with the elements of disease, and charged with materials of eventual death. I ought to have noticed before this, Mr. Rettie's kind vindication of my prior claim, in reference to the safety lamp, founded on the low specific gravity of the hydrocarbonate or fire damp. The language, which is clear and explicit, cannot be otherwise than willfully misunderstood: it is as follows—"A pipe might supply an air-tight lamp from the mine itself, and the orifices of the tube receive its supply from the stratum of air contiguous to the floor; the carburetted hydrogen being lighter, and ascending, would occupy the roof, and thus could not enter the tube."—See *Elements of Chemical Science*, p. 154, bearing date 20th June, 1815.—*Littera scripta manet*. The late Dr. John Murray, of Edinburgh, read a paper before the Royal Society of that city, in November of 1815, with a precisely similar proposal, and, of course, was anticipated by me FIVE MONTHS. My work had, during this period, been before the public, and was in circulation in Edinburgh; a copy was in the possession of Dr. Neill, with whom Dr. Murray was on terms of intimacy: these are the facts of the case, and no sophistry whatever can evade the obvious conclusion. Thus much in flat contradiction to Dr. David Boswell Reid, who ought to have made himself acquainted with the evidence, before he presumed to gainsay Mr. Rettie, in the dis-

cussion at the Society of Arts. Dr. D. B. Reid's hostility gives me no uneasiness—I certainly do not think highly of his pretensions; by no means, certainly, so highly as he thinks of himself—especially in his vagaries on ventilation. I am only astonished he should be allowed so freely to expend the public moneys in this game of experiments, especially after the firm counter testimony of Mr. Barry and others—really "those who live in houses of glass, should beware how they throw stones at their neighbours' windows."—J. MURRAY: *Portland-place, Hull, July 24.*

REPORT ON COAL MINES.

SIR,—I have read with some degree of attention the abridged account you have given of Sir Henry De la Beche and Dr. Lyon Playfair's report to Government, on coal mines generally, and on the Jarrow Mine in particular; and I am free to confess, that I cannot find throughout, one novel remark or suggestion. If such there be, I shall feel obliged if any one will point it out to me, for I cannot discover anything of the kind. Have not Davy, Henry, Thomson, and Graham, already given us sufficiently accurate analyses of the "fire damp?" Have I not repeatedly made precisely the same remarks, to the very letter, concerning the "Davy," which is almost exclusively the only one, according to their report, employed in the mines of the north of England? I must confess, however, that I think Dr. Lyon Playfair might have, in common honesty, acknowledged the source whence he obtained the recommendation of the proposed method of encountering successfully an atmosphere vitiated by being charged with carbonic acid. It was first announced by me in your pages, and I afterwards mentioned that the same plan had been subsequently adopted in France, for the condensation of other noxious vapours. I called it a mechanical-chemical filter for condensing the carbonic acid gas, and thus depurating the atmosphere breathed. I need scarcely remind you, that it was a mask for the nose and mouth, of wire gauze, covered with coarse sacking, saturated with lime water, and renewed from time to time. I will add, moreover, without egotism, that had Messrs. the Commissioners attentively perused my pamphlet—to which they are no strangers—they would have discovered many useful practical remarks and suggestions, which might have afforded them a key to more satisfactory lucubrations. *Portland-place, Hull, July 28.* J. MURRAY.

FORMATION OF AEROLITES.

SIR,—Several weeks ago there appeared in your Journal some notice, in a review of the author, of the formation of aerolites, or meteoric stones, in which it was contended, that their origin could not be considered extra atmospheric. This is a view I have long sustained, in opposition to a supposed lunar origin; or, their whirl in a zone of fragments of some fractured world, in a former planetary orbit; and which the power of gravitation occasionally precipitates. In confirmation of my claim to priority, I beg to quote from pp. 44, 45, of my *Treatise on Atmospheric Electricity*, second edition, 1830, which has been translated into French:—"The atmosphere becomes as it were, to speak chemically, saturated with metallic matter, and earthy particles ejected from volcanoes, or carried up by evaporation, or other causes, and these will necessarily be diffused over an immense surface, where they float in the superior regions of the air, till the lightning darts through them like a ploughshare, carrying accumulated matter, and, by the powerful electrical attraction thus excited, these particles will be instantaneously drawn into the vortex of the lightning; for this lightning finally encountering an electricity of an opposite kind, an explosion ensues, the collected mass is fused and agglutinated, and the meteorite thus formed tumbles to the ground; and it may also be easily supposed, that immense tracts of earthy matter and metallic oxides, imbued with their peculiar electricity, might encounter in their progress metallic, carbonaceous, or other inflammable matter, also scattered over an extensive region; now the latter would be naturally invested with the opposite electricity. Such a conflict would be terrible, and evolve the splendours that invest the sublime phenomenon. The electric fire would kindle the gaseous media, and the result would be aqueous vapour, while the explosive electricity would instantaneously fuse the included materials, and immediately collapse into the focus, where the opposite electricity was condensed; the crust of meteoric stones seems plainly to indicate that they have traversed an aqueous medium, such as this supposes." *Portland-place, Hull, July 24.* J. MURRAY.

THE DESTRUCTION OF QUEBEC THEATRE BY FIRE.

SIR,—When it is considered that scenic decorations are eminently liable to destruction by fire, as has so lately occurred in the fearful conflagration of the Theatre of Quebec, it is to me a matter of no little surprise, that means should not be adopted to secure these, and other materials, which may be in constant jeopardy, from the contingency of fire. Thus, for instance, silicated potassa in solution, called also "soluble glass," will render any material altogether incombustible. *Portland-place, Hull, July 23.* J. MURRAY.

MR. GREENHOW'S GEOMETRICAL RAILWAY SYSTEM.

SIR,—I shall feel obliged by your allowing space in the *Mining Journal*, for a few remarks in reply to the criticism made by Mr. N. A. Burnier, on my proposed improvements in railway construction. I will say nothing of the style of Mr. Burnier's epistle, nor of the dictatorial way with which he commences: thus clothing himself with authority, and, as it were, intimating—from my decision you have no appeal!

Nevertheless, I think it will be an easy task for me to prove fully to the satisfaction of yourself and readers, that Mr. Burnier has taken a very shallow and superficial view of the question.

In the first place, his assertion that a flat wheel rolling over a flat rail produces no friction, is too absurd to need comment: one body moving on another must meet with resistance, and, consequently, create friction—therefore, the smaller the point of contact, the less will be the resistance.

This proposition is the very basis on which the theory of railway construction rests.

There is one material point Mr. Burnier has omitted taking into account—viz.: that, in order to secure the safe passage of the wheels on the rails, and prevent their moving in a lateral direction, it is necessary to provide them with a flange on the inner margin of the tire, which, by coming in contact with the edge of the rail, resists any tendency to take a lateral movement, and so run off the rails. Could the gentleman in question suggest any method of keeping the wheel on the rail without a flange, then his objection to the abrasion or friction at every point of the tire, excepting that on the vertex of the rail, would be a valid one; but as it is absolutely necessary to have a protecting flange on the tire of the wheel, the question is, what shape of rail and tire will give the least abrasion on a resistance being required to an attempt at lateral motion? I will proceed to show, that the concave tire, progressing along a cylindrical rail, has infinitely less friction than a flat wheel rolling along a flat rail, having a flange nearly at right angles with the face of the tire; and not only is there much less abrasion, but the protection from rising over the rail immensely increased by the concave tire applied to the round rail.

Under ordinary circumstances, the tire will rest on the rail as at A, in fig. 1, the rails being laid at a gauge rather greater than the distance between the inner point B, of the tires of the opposite wheels—thus, the points of actual contact will be as small as possible, excepting when an attempt to move in a lateral direction, or a bend in the course of the rails, brings the inner half of the tire in close contact with the rail—then there will be an increasing degree of friction from A to B, on account of B being at a greater distance from the axis than A, and, consequently, having a larger circle to describe.

In a wheel of 3 ft. diameter, running on a 3-in. cylindrical rail, the increased distance from the axle between A and B (see fig. 2) will be $\frac{1}{2}$ in.—therefore, the increase of the speed at B will be $\frac{1}{2}$ th, increasing or diminishing inversely with the diameter of the wheel.

Now, under similar circumstances, the angular flange of the wheel at present in use, would also be brought into contact with the edge of the rail (see fig. 3), where, for the like reason, the points A and B would be revolving at different speeds, and, therefore, increasing the friction or abrasion at B in a similar manner.

By referring to fig. 4, you will at once see that, during this process with the concave tire on the cylindrical rail, the points of actual contact are many times less than when a flat tire, with an angular flange, is applied to a flat rail.

With the concave on the convex, the points in contact are merely those in the line from A to B (see fig. 4), because, as the wheel revolves, the contact ceases immediately on the extremity of the circumference, shown in the segment 1 to 2, departing from the line EF—such being the case with each of the 90° contained in the portion of the tire A to B—the whole rising perpendicular to the surface of the rail as the wheel revolves (see B C and D E, in fig. 2), and there cannot be friction between bodies not in contact. Now, with the flat rail and angular flange, the contact between the

extremity of the flange and the edge of the rail commences at C, and does not cease until it arrives at D, the whole of the flange contained in the angles A D B and A C B being in close contact, causing a continual grind, or abrasion, throughout the whole distance between those points.

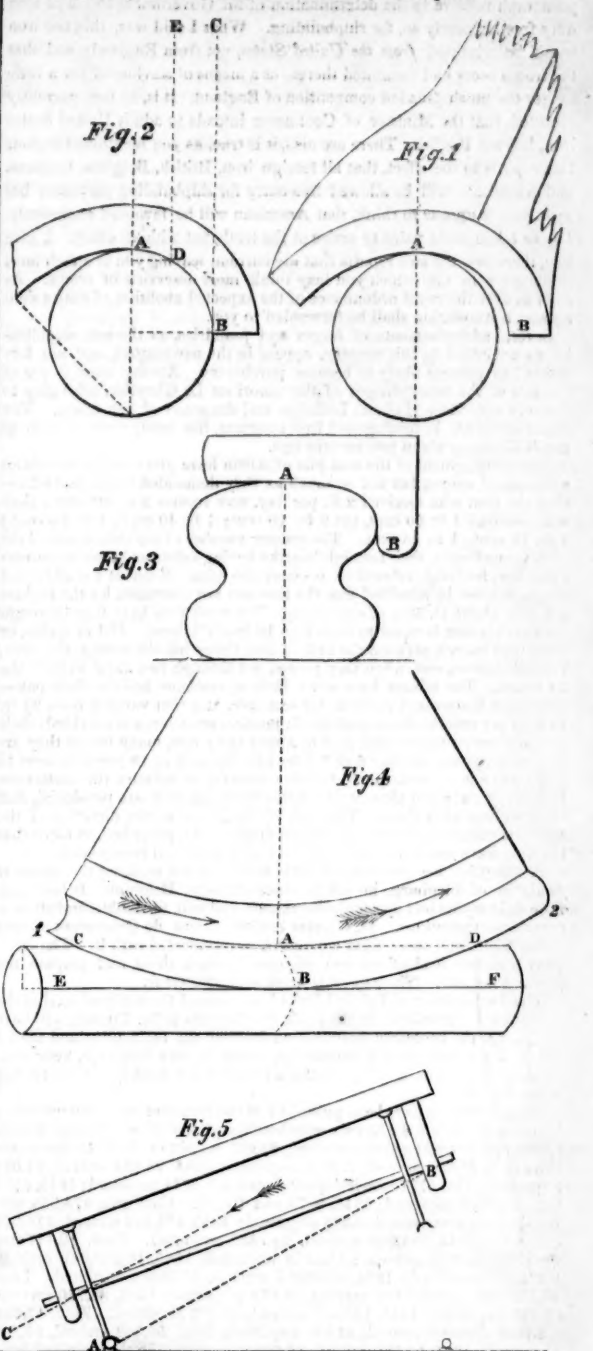


Figure 4 is at a scale of 2 inches to the foot; it can, therefore, easily be conceived how immense must be the friction on the flat rail, and how greatly it is lessened by the round rail, and concave wheel tyre.

As regards the inclined spokes, I can only repeat what I have before stated, through the medium of your columns; while the rails are exactly at a similar level, and the carriage is moving on them, without requiring the assistance of the flange to keep it in the right course, so long is the effect of the inclined spoke the same as if it had been perpendicular; but immediately on one rail being lower than the other, or anything occurring to divert the straightforward impulse of the momentum, the resistance to the tendency to lateral movement will be communicated from the rail in the direction of the inclined spoke, which, pressing on the concave tire within the point resting on the vertex of the rail, will keep it firmly in its position, and prevent its moving on to the rail, in obedience to the lateral impulse; whilst, had the spoke been perpendicular, and therefore at right angles with the axle, the force of the lateral impulse would act on the axle in the direction C, in fig. 5, parallel to the imaginary line describing the true length of the bent lever from the fulcrum, or rail A, to the connection between the body of the carriage and the axle at B—consequently, in obedience to the lateral impulse, the tire would move round the rail, allowing the weight to rest on the tire without the vertex of the rail, and, if the vehemence of the impulse was sufficient, would rise over it, and so allow the train to go off the line—this is effectually prevented, so long as the spoke presses on the tire within the point on the surface of the rail perpendicular to its centre.

M. Burnier has forgotten that he was treating of a body intended to move at great speed, and that it is necessary to provide against the effects of any cause, tending to disturb the equilibrium of the momentum. I must remind him, that laws which are applicable to bodies at rest, cease to be so when they are put into rapid motion, and become projectiles. If he refers to fig. 4 in my pamphlet, and the description, he will find that I say—"As the support departs from the perpendicular, the effect is the same as if the base had moved in towards the centre of gravity at precisely a similar angle; therefore diminishing the resistance offered by the gravity of the body to the resilient action, or to the tendency to move off at an angle compounded of it and the original impetus to move in a straight line," showing clearly that I was referring to a body moving at high velocity, and therefore liable to the laws of projectiles.

The centre of gravity of a body in motion is the point which influences the equipoise of the momentum; let it from any cause incline to one side, the direction of the straightforward impulse will deviate from the direct line in the like direction, at an angle precisely similar to that at which the centre of gravity inclines—therefore it is, that on the spoke inclining, without the perpendicular of the resting point, the effect is virtually the same as if that point had moved in towards the centre of gravity, as demonstrated and explained by my pamphlet and figure. The remainder of Mr. Burnier's remarks need no reply, I shall, therefore, conclude, lest I trespass too much on the space of your paper, and the patience of your readers. *3, Lothbury, July 31.* C. H. GREENHOW.

BAROMETRICAL SYSTEM OF ATMOSPHERIC PROPULSION.

SIR,—Having been absent from home for some days, I have only just seen the *Mining Journal* of last Saturday, in which I find Mr. Burnier has made some observations on my remarks in the *Journal* of the 18th ult.; he seems to assume that he has, or can, quite enlighten me on the subject; and that his system is so plain, that he only wonders any exception can be taken to its manifest advantages. He wishes me to support my objections, if I have any, by figures; and I beg the insertion of these few lines to say, that the late period precludes the possibility of doing so this week; but I will, in time for next week's publication, forward you a few plain mathematical calculations, which I think will prove to Mr. Burnier himself, that not only are his own calculations erroneous, but that the whole is a mechanical illusion, quite impracticable in practice on long lines. I observe Mr. Burnier has given me some initials which I will hereafter use. *Blackfriars-road, July 31.* M. X.

PROGRESS OF FRENCH MINING INDUSTRY.

(FROM OUR PARIS CORRESPONDENT.)

In my last letter the omission of two words has made nonsense of the paragraph relative to the determination of the Government to admit iron duty free, or nearly so, for shipbuilding. What I said was, that the iron would be admitted from the United States, not from England; and that the ironmasters had consented thereto as a means of staying off yet a little longer the much dreaded competition of England. It is, in fact, currently reported, that the Minister of Commerce intends to admit United States iron, but not English. There are also, it is true, as you mentioned in your last, reports to the effect, that all foreign iron, British, Belgian, German, and American, will be allowed free entry for shipbuilding purposes; but most people appear to think, that American will be favoured exclusively. I have taken some pains to arrive at the truth, but without effect. I give you, therefore, the two reports that are current, leaving you to attach most importance to that which you may think most deserving of credit. As soon as ever the royal ordinance of the expected abolition of duties shall appear, a translation shall be forwarded to you.

Several advertisements of forges and foundries, as the iron establishments are called in this country, appear in the newspapers, and are forwarded to persons likely to become purchasers. Among them is one of the sale of the establishment of the notorious Le Glandier, belonging to the very notorious Madame Laffarge, and the scene of her crime. The desire to dabble in mining and iron concerns, has lately revived with as much vigour as about two months ago.

The management of the coal pits of Anzin have given to the miners an advance of wages, but not so much as they demanded when on strike—thus the men who received 2 fr. per day, now receive 2 fr. 30 cent.; they who received 1 fr. 80 cent. get 2 fr. 10 cent.; 1 fr. 40 cent., 1 fr. 60 cent.; 1 fr. 10 cent., 1 fr. 25 cent. The greater number of the men accepted the offer immediately, their fortnight's strike having exhausted their resources: some few, however, refused to re-enter the pits. Even at the advanced wages, it must be admitted that the men are not overpaid; for the highest get only about 1s. 10d. of our money. The work they have to get through for that amount is equal to from 8 to 10 hours' labour. Old or feeble, or idle, men cannot perform the task in that time; but the young, the stout, the industrious, can, when they please, get through two days' work in the 24 hours. The miners have some little advantages besides their pay—they have houses and gardens, for example, at a rent varying from 2s. 6d. to 4 fr. per month; firing is allowed; medical attendance is provided; their children are employed and paid at a very early age, many before they arrive at ten years, earning 6 or 8 sous per day, and at 12 years 15 sous to 1 fr.; schools are maintained for the education of infants; the miners are frequently put upon piece work; when worn out they are pensioned, and their widows after them. The *regie* of St. Antin, as the direction of the mines is called, has caused the above details to be published, to show that the men have not so much to complain of as they had represented.

A company was got up some little time ago for working the *usines et fonderies* of Blegburg, in the province of Liege, Belgium. It has since been duly authorised by royal ordinance, and will, no doubt, immediately commence operations. M. Charles Laffitte, Count de Grammont, Count Alton Shée, and some other capitalists, are connected with it. The company possesses lead mines, and engages to work them, and prepare the produce for sale. The capital is fixed at 4,500,000 fr.

The Department of Public Works has repeated the notification, that the candidate for admission to the *Ecole des Mineurs* at St. Etienne, will have to undergo the necessary examination between the 1st August and the 1st Sept. They must have a knowledge of the French language, geometry, algebra, &c.; must be of good character; and not aged less than 16, nor more than 25.

Official returns have been published of the importations of merchandise into France during the first six months of the present year. Copper figures for 25,123 metrical quintals arrived, 29,067 acquitted; in 1845 the quantities were 48,090 arrived, 48,975 acquitted; 1844, 26,802 arrived, 31,094 acquitted. Tin, 5771 metrical quintals arrived, 5711 acquitted; 1845, 8102 arrived, 8286 acquitted; 1844, 9873 and 10,566. Cast-iron, 473,966 metrical quintals arrived, 420,393 acquitted; 1845, 278,122 arrived, 279,040 acquitted; 1844, 284,905 arrived, 285,532 acquitted. Coal, 10,117,098 metrical quintals arrived, 9,650,653 acquitted; 1845, 10,405,681 arrived, 9,875,077 acquitted; 1844, 8,127,801 arrived, 8,030,482 acquitted. Lead, 81,121 metrical quintals arrived, 78,875 acquitted; 1844, 88,780 arrived, 65,322 acquitted; 1845, 108,992 arrived, 86,953 acquitted. Zinc, 43,661 metrical quintals arrived, 44,992 acquitted; 1845, 56,359 arrived, 55,890 acquitted; 1844, 64,738 arrived, 64,228 acquitted. In the month of June the quantities were—copper, 8559 metrical quintals arrived, 8908 acquitted; tin, 1200 and 1341; cast-iron, 105,133 and 85,166; coal, 2,234,278 and 2,128,966; lead, 20,432 and 20,488; zinc, 8709 and 7970. On 30th June there were in the *entrepôts*—copper 598 metrical quintals, tin 255, cast-iron 86,485, lead 16,663, zinc 357.

The Chief Engineer of Mines in Algiers has arrived in Paris. The mining staff of the colony has been greatly strengthened, and the Government seems determined to get all the mineral products it possibly can from its African conquest.—Paris, July 28.

FURTHER DISCOVERY OF COAL IN FRANCE.—The fact of France being obliged to import coal from England and Belgium, has caused a spirit of exploration, which has been carried on with the utmost perseverance. The rich basins of the Department du Gard are far from being sufficient for supplying Marseilles, and much less for the Government steam packets departing from Toulon, and the mail steam packets from Marseilles to the ports of Italy, Malta, Smyrna, Constantinople, and Egypt, and which inconvenience is severely felt at times. This deficiency decided a company with M. Delaval at their head, who have been for eight years exploring the various coal deposits of the south, to commence working those seams, which exist in the immediate vicinity of Toulon. They were first begun on a small scale in 1842, and have been continually extended up to the present time. From the Report of the Engineer of Mines, for 1845, published by the Minister of Public Works, we find that the researches have been followed up with great activity, and have led to the discovery of three seams of coal, independent of the upper one, which outcrops in the ditches of Fort Lamalque; they dip towards the north-west, at an angle of about 35°, and are about three feet thick each; but, as far as at present discovered, the fuel is of an inferior character—notwithstanding this, the discovery is of importance, as it leads to suppose other seams may exist, forming an extensive coal field, and operations, to ascertain if such is the case, are being commenced. It is further stated, from other sources, that three more seams have been discovered, and that the whole coal measures may be taken at 2700 feet in thickness; but of the quality of these lower beds nothing is stated. The upper seams are totally unfit for steam navigation, but they may be usefully employed in the engines of the Marseilles factories, and in the great work now going on under a vote of last session—viz.: dredging and cleansing the offing and port of Toulon. The Delaval Company is now constituted, under the name of "*La Compagnie des Trois Houillères*," for working their concessions, and will actively commence with that of Toulon.

THE MANUFACTURE OF RAILWAY RAILS.—M. Cornu, of Paris, proposes an improvement in the manner of rolling the iron employed in making rails; at present several pieces of iron are placed one on another, with a tongue between, and then passed through the cylindrical rollers, to weld them into the proper form. The outer surfaces and the tongues are the only parts formed of well rolled iron; and the internal layers are often composed of iron so inferior, that the homogeneity of the whole is impaired, and the rails twist and warp: to remedy this evil, he proposes to use only one single piece of perfectly rolled iron, with a tongue of the same metal, and then pass them through properly shaped rollers.

STEAM-ENGINE IMPROVEMENT.—M. Prosper Piment, a member of several scientific societies of France, has brought before the public an improvement in the condensation of steam, after it has done its duty in the cylinder. The steam on leaving the cylinder passes into tubes surrounded with the water intended for continually supplying the boiler; it is thus quickly condensed, giving out its heat to the surrounding medium. The construction is simple, inexpensive, may be easily applied; and he claims for it the following advantages:—A continual supply of water already at a temperature of 95°; the water perfectly distilled and purified before entering the boiler, and, therefore, preventing incrustation; greater regularity in working the steam-engine; and a great saving in fuel. This invention can be no longer considered an experiment, as it is in operation in several of the departments, particularly that of the Lower Seine.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

THIS DAY.....Cornwall and Devon Central Railway—London Tavern, at Eleven.
MONDAY.....Peterborough and Nottingham Railway—London Tavern, at One.
TUESDAY.....Southampton Dock Company—Dock-house, Southampton, at One.
Bideford and Tavistock Railway—office, at One.
WEDNESDAY.....Chester and Holford Railway—office, at One.
THURSDAY.....London and County Joint-Stock Banking Co.—London Tavern, at One.
London and Brighton Railway—office, at One.
Larne, Belfast, and Ballymena Railway—London Tavern, at Twelve.
Eastern Counties Railway—London Tavern, at One.
FRIDAY.....London and North-Western Railway—Euston Station, at Twelve.
[The meetings of Mining Companies are inserted among the Mining Intelligence.]

CAMERON'S COALBROOK STEAM COAL AND SWANSEA AND LOUGHOR RAILWAY COMPANY.

The first meeting of the shareholders in this company, and which will hereafter be held annually, took place at the offices of the company, Moorgate-street, City, on Monday last, the 27th inst.

N. P. CAMERON, Esq., in the chair.

After the usual preliminary business had been gone through, Mr. HOWDEN (the secretary) read the following

REPORT.

Report by the Directors of Cameron's Coalbrook Steam Coal and Swansea and Loughor Railway Company, submitted to the First Annual General Meeting of Shareholders, held at the Company's Offices, 2, Moorgate-street, London, on Monday, the 27th July, 1846, at One o'clock in the afternoon:—

The directors have to report, that they were enabled, in the end of January, to send the manager to take possession of the company's works at Swansea; that, in three weeks after his arrival, and after making all proper arrangements at the colliery and at the wharf, he was enabled to begin to cut and haul the coal to Swansea; and the quantity of coal since obtained from the company's pits has progressively increased up to the present time. The directors beg, however, to remind the shareholders, that, in the commencement of operations such as these, it has been not so much their object to obtain a large quantity of coal, as to secure accuracy in point of cost in obtaining the coal, so as to keep that cost, if possible, within the original estimates furnished to them by the manager, which they believe can be accomplished. In the first instance, the men were put on wages without reference to the quantity of work done, as the great proportion of them were strangers in the locality; and some opportunity was necessarily required to be given to them to form an opinion as to the particular description of work they would be required to do. This arrangement necessarily required a larger cost in respect of wages, in the first instance, than otherwise would have been needed; but the directors are enabled now to state, that the work of cutting, and a proportion of the haulage, is at present being done by contract, and the more recent accounts show that the expenses can be kept within the estimate of the manager.

As the deed of settlement requires the first general meeting of the shareholders to be held in the present month, the directors have accordingly convened it; and they have the satisfaction to report the above favourable state and progress of the works and operations at Swansea, and that, from the statements generally, it appears that, after deducting the cost of cutting, hauling, freight, insurance, and a proportion of the preliminary expenses applicable to the colliery, for one quarter of a year, from March to Midsummer, 1846, there remains a fund divisible among the present shareholders, equivalent to 11 per cent. per annum on the quarter's workings, which they recommend should be apportioned as a quarter's dividend, to the extent of 7½ per cent.

The next annual meeting of the shareholders is appointed by the deed of settlement to be held in July, 1847—the report of that date will embrace a 12 months' operations, when the directors will be enabled to enter more into detail. The directors, in the meantime, however, have to state, that they are now in course of making arrangements to cut and haul at least 100 tons per day; and they have every reason to believe, from the manager's reports, that this quantity can be obtained for nine months to come, without any fresh openings. At the same time, in order to render the operations of the company more efficient and profitable, they propose to expend from time to time such sums of money as they may consider advisable to make fresh openings, so as to give them the command of at least 1000 tons per week. The coal continues to maintain its high character in the market as a steam coal of the most superior quality; and the manager reports, that the demand at Swansea continues to increase.

All the information the directors have obtained since entering upon office, with reference to the value and extent of the coal-fields belonging to the company, confirm the previous reports they had received, and incline them to anticipate that the expectations held out by the original estimates will be fully realised in due season, by careful, assiduous, and economical management.

The directors have the satisfaction also to inform the shareholders, that the bill for making the railway for the conveyance of the coal to Swansea has passed the House of Commons; that, by an arrangement with the Oystermouth Tramway Company, they have agreed to fix their southern terminus at a place called Rhydydydd, and there to form a junction with the tramway; the effect of this arrangement will be, that the company will only require to construct a rail in length not exceeding 4½ miles, and at the same time establish a direct means of transit by rail from the colliery to the company's wharf at Swansea. The directors hope that this arrangement will meet with the approval of the shareholders, being confident it is the best for the interests of the company, as it will greatly diminish the cost of construction originally intended. In addition to which, when the railway shall have been completed, the directors will be enabled further to increase the supply of coal, and at the same time to effect a considerable annual saving in the cost of conveyance.

N. P. CAMERON,
Chairman of the Board of Directors.

It was then moved, seconded, and carried unanimously, that the report be received and adopted.

Mr. BOURDON (a silk-dyer, of Worship-street, Finsbury) said, he used a great quantity of coal (5 or 6 tons a week); he had obtained 10 tons of the Cameron steam coal, and had found it answer exceedingly well; it was so free from smoke, that his neighbours had expressed a wish that he would use no other.

Sir A. P. Green, N. P. Cameron, and W. B. J. P. Cameron, Esqs., directors, having gone out of office by rotation, were re-elected; and Mr. Strelly was elected an auditor, in the room of Mr. Symonds, resigned—who, in returning thanks, said, that three or four months ago he visited the colliery, and was taken through the various levels by the manager, which he found most easy of access; and during his stay under ground, he was convinced that all that had been stated to him in London was perfectly correct—the coal was hard and brilliant; and from inquiry, he learned that the coal worked so large, that it could be cut out in blocks, weighing 2 tons each. He was so satisfied, that, on his return to London, he took double the number of shares he originally intended.

Mr. TAYLOR (the managing engineer) said, he had no hand in drawing up the directors' report—having seen it that morning for the first time; he agreed with it in every point, except one—and in that the directors had erred on the right side, by not promising more than they could perform; but he was satisfied that he could, with ease, obtain 2000 tons per week, instead of 1000 tons, as there stated; and, further, that his former statements were borne out to the letter, and he could raise this quantity at a cost below the original estimate per ton.—In reply to a question from a proprietor, he further stated, that, without sending a single coal to London, he could obtain orders at Swansea for ten times the quantity it was possible to raise. He further stated, that there was large deposits of rich iron ore on the estate, but the company was not yet in a condition to work it; there were, however, products on the property of even more value than the coal alone.

Mr. ELBERTON (the solicitor) informed the meeting of the present position of the railway bill now before Parliament. It had passed the Commons, was read a second time in the Lords; and he trusted that, in a few days, it would pass the Upper House triumphantly.

A vote of thanks was then passed to the directors and manager, and officers of the company, for their attention to its interests; and a special vote of thanks to the chairman for his conduct in the chair that day, having been recorded, the meeting broke up.

AUSTRALIAN TRUST COMPANY.

The half-yearly general meeting of the proprietors, was held at the offices of the company, Moorgate-street, on Saturday, the 25th July.

JOHN ABEL SMITH, Esq., M.P., in the chair.

The SECRETARY read the advertisement convening the meeting, and the report of the directors, as follows:—"The directors have to remark on the annexed accounts, which have been for several days in the hands of the shareholders. That, after appropriating 500l. for the half-year in reduction of preliminary expenses, providing for a dividend of 3 per cent. (free of property tax) for the half-year, there remains to be added to the reserve fund 486l. 15s. 8d., which raises that fund to 37,811l. 14s. 5d., without taking credit for the half-year's interest due in Australia on the 1st inst. By the accounts received from Sydney to the 18th March last, it appears that the interest collected between the 1st January and that date, amounted to 12,772l. 15s. 5d. It will be observed, that the outstanding mortgages, on the 31st Dec. last, amounted to 365,000l., which is about 31,000l. less than on the 31st December of the preceding year. This reduction is to be attributed to a temporary abundance of money in Sydney, which has enabled some of the mortgagors to obtain loans of others at a lower rate of interest than charged by the company. It must always be expected, when periods of abundance occur, that parties whose mortgages fall due will, to some extent, avail themselves of the facility of raising money for short periods at a low interest, to pay off the company. The directors beg to assure the shareholders, that it will be their study to make such reductions in the expenses, as any diminution of the business of the company may render practicable and expedient. The following directors go out of office by rotation; but they are eligible to be re-elected; and the court of directors recommend their re-election:—Henry Bainbridge, Thomas Byron, and John Innes."

From the statement of accounts, it appeared that the amount of capital invested was 201,670l., and that the profit for the half-year consisting of the above sum carried to the reserve fund, the 500l. preliminary expenses, and 6050l. 2s. for a dividend of 3 per cent., amounted clear of all expenses to 11,410l. 17s. 8d. It was then resolved unanimously, That the report be received and adopted.—That a dividend of 3 per cent., free of property tax, for the half-year, be now declared: to be payable on Friday, the 31st inst.; and that H. Bainbridge, T. Byron, and J. Innes, Esqs., be re-elected directors.

CONSOLIDATED PATENT KAMPTULICON COMPANY.

The third annual meeting of the proprietors was held at the company's offices, 18, Cornhill, on the 29th July. Established 1843, and registered under the Act 7th and 8th Vic., c. 110. Capital 50,000l., in 5000 shares, of 10l. each, paid in full, bearing interest at the rate of 5 per cent. per annum, and a moiety of net profits, divided as a bonus.

C. PRESTON, Esq., in the chair.

The following report of the trustees was presented:—"The trustees, in making their annual report of the state of the company's affairs, beg to refer the proprietors to the resolutions passed at the last meeting, with regard to the expenditure necessary to complete the new factory at Greenwich, and the issue of the consolidated 10l. shares to meet such outlay. The trustees felt every confidence in the carrying out of these measures, from the lists of application for shares they had the satisfaction of laying before the proprietors at that meeting; but from the disordered state of the money and share market, together with the unsettled state and changes of the Government (on which so much depended, as to the negotiations alluded to in the last report, that nearly the whole of the engagements to take the additional shares have been abandoned)—under which circumstances, it was deemed expedient to apply thereto of the company's works to complete the erection of buildings and machinery then in progress, and to purchase a set of machinery, which, when fixed, will enable the company to manufacture double the quantity ever yet produced, or an annual average of nearly the whole capital. The trustees have, however, the satisfaction to state that, notwithstanding these disappointments and difficulties, the works were completed, and the engines put in motion in the beginning of March—since which time the company has been favoured with orders from her Majesty's Commissioners of Woods and Forests, for laying pavement under the grand portico of Buckingham Palace, as well as from the Lords of the Admiralty, for further illustrations of the mode of carrying out the plans for applying the composition to the iron war steamers, and negotiations for a contract to supply the composition to a vast extent, to carry out an Act recently passed, are also in hand, for causing all ships carrying passengers to be provided with life-boats; exclusive of the assurance of an increased demand from the executive departments of the Government. With these prospects of success, your trustees cannot but regret the untoward circumstances before alluded to, which prevented the holders of the original shares from paying in the additional issue to which they were entitled, and which would have placed the company in so different a position, and have obviated the delay that must, consequently, take place in the payment of the dividends accrued; this, however, it is confidently hoped, will be of short duration.—A committee having been appointed to revise the rules, and investigate the affairs of the company, the meeting adjourned."

UNIVERSAL SALVAGE COMPANY.—A meeting of shareholders was held at the Hall of Commerce, on Wednesday last; and one, advertised to be held at the same place on Thursday, was held at the offices, Old Jewry Chambers. We attended, but were refused admission, on the ground that the balance-sheet would be printed and circulated among the proprietors. There must be something in the proceedings of the directors of this company which requires more than usual concealment; for, while in the office, we saw a scribbler, who produced his shares, refused admission, on the special plea that he was not registered, and the Act of Parliament justified them in admitting only registered proprietors at their meetings—such conduct, at least, needs explanation.

MUNTZ'S YELLOW METAL FOR SHEATHING SHIPS, &c.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL, JULY 25-31.

The judicial committee assembled on Saturday, to hear further evidence with respect to Mr. Muntz's patent for copper sheathing, applicable to the bottom of ships—the full particulars of previous hearing appeared in the Journal on the 27th June. The sheathing is deemed to be vastly superior to any other hitherto made, particularly when ships are in tropical climates, where vessels are so apt to be injured by barnacles. The sheathing in question is described as being proof against any such damage.

Three witnesses only were examined to-day—viz.: one of Mr. Muntz's sons: Mr. Staines, a clerk in the establishment; Mr. James, the accountant of Birmingham, who was a witness on behalf of Mr. John Attwood, M.P., as to the accuracy of that gentleman's accounts in the long contended cause of "*Small v. Attwood*." These witnesses were called to show, that the accounts delivered in by Mr. Muntz, as regarded the profits which he had hitherto received from the patent, were accurately set forth. The inference intended to be drawn therefrom was, that they were by no means sufficiently remunerative, considering the vast expense to which he had been put, and the large outlay of capital required. These witnesses underwent a stringent cross-examination by the counsel for the parties on the other side, who opposed the application for an extension of the patent. In consequence of Lord Brougham having a pressing engagement which required him to be elsewhere, the judicial committee rose at half-past 1, by reason of which a portion of the evidence that was intended to be laid before their lordships could not be produced.

Yesterday (Friday) the committee again assembled—some witnesses were examined by Sir F. Thesiger for Mr. Muntz, and Mr. Schofield, of Birmingham, confirmed their testimony generally.—Lord BROUGHAM gave judgment: he eulogised Mr. Muntz's ingenuity and skill, in producing so greatly superior an article for the sheathing of ships, by the combination of metals (copper and zinc) which forms the subject of his patent; but their Lordships, taking the amount of profits since the patent, as 68,000l., were bound to consider that sum sufficiently remunerative; besides which, Mr. Muntz, from his high character and large connection, would have great advantages over any other parties who might be disposed to enter into the business.—By this decision, of course, there is an end of the patent.

COMBUSTION OF COAL, CHEMICALLY & PRACTICALLY CONSIDERED.

By CHARLES WYE WILLIAMS, Esq.
London: Simpkin, Marshall, & Co., and J. Weale—Birmingham: Wrightson & Webb.

AN EXPOSITION OF THE DANGERS AND DEFICIENCIES OF THE PRESENT SYSTEM OF RAILWAY CONSTRUCTION, WITH SUGGESTIONS FOR ITS IMPROVEMENT.

By C. H. GREENHOW.
John Weale, 59, High Holborn.

Models, illustrating the principle, may be seen at No. 3, Lothbury.

THE RAILWAY REGISTER, No. XXI., for AUGUST, edited by HYDE CLARKE, Esq., price 2s. 6d., is of the enlarged size of 84 sheets, and contains Great LUXEMBOURG Railway, with a Map—The Barometrical System, by N. A. Burnier, C. E.—Contributions on Railway Statistics, by Hyde Clarke, Esq.—Metropolitan Terminal Report—Accidents in Mines, by R. Retfo, Esq., C. E.—The Railway Portfolio part, contains the original Prospectuses of the Great Western Railway Company, and numerous other documents. Office, 42, Basinghall-street; General agents, Simpkin and Marshall; and to be had of Weale, High Holborn; Richardson, Cornhill; Great Liverpool; Thompson, Manchester; and all booksellers.

THE PATENT JOURNAL, price 3d.—No. X. is just published, and may be had of all booksellers in town and country: contains—Specifications of Patents for Fatty Matters (Durnerin)—Casting Metals (Douglas)—Gutta Percha (Hancock)—Sails (Brown)—Surgical Bandages (Benbow)—Ignition (Schloss)—Gelatine (Arny)—Articles on the Enrolment Offices—the Diving-Bell—Recipes—List of Patents and Registrations.—No mechanic, manufacturer, patentee, or inventor, should be without the Patent Journal.—Sun. To be had of all booksellers in town and country, or will be sent free (by post), on receipt of six stamps, addressed to Barlow and Le Caplain, Patent Office, 89 and 36, Chancery-lane.

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